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OFFICIAL HISTORY
OF THE
SECOND
ENGINEERS
IN THE WORLD WAR

1916 - 1919

COMPILED BY
THE REGIMENTAL HEADQUARTERS
SECOND ENGINEERS

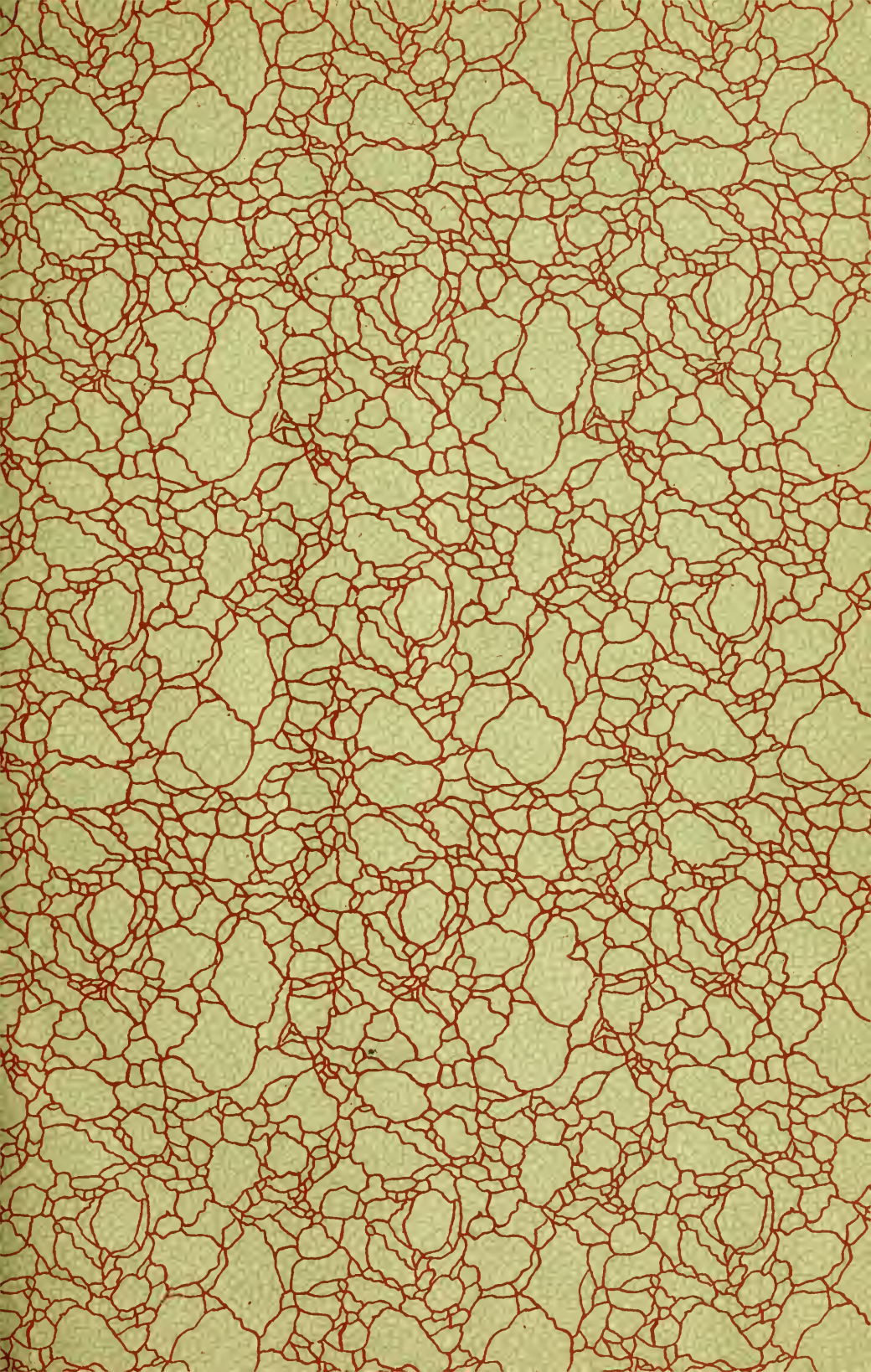


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U.S. Army 2d engineers.

THE OFFICIAL

HISTORY

OF THE

SECOND REGIMENT OF ENGINEERS

AND

SECOND ENGINEER TRAIN

UNITED STATES ARMY

IN THE

WORLD WAR

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To the Memory

OF THOSE WHOSE
NAMES COMPOSE
THE ROLL OF HONOR

Gift
Publisher

Oct 2 1920

THE ROLL OF HONOR.

Dulce et decorum est pro patria mori.

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 Captain George R. Spalding
 Captain Myron H. Peck
 Captain Frank W. Hulett
 First Lieutenant Malcolm Johnston
 First Lieutenant Robert W. Nolte
 First Lieutenant James E. Spafford
 Second Lieut. Stephen P. McGroarty
 Second Lieut. Charles A. Dean
 Master Engineer Hugh G. Middleton
 Master Engineer Richard T. Rhodes
 First Sergeant Chauncey F. Yingst
 Sergeant First Class George A. Hopp
 Sergeant First Class Floyd E. Roderick
 Sergeant First Class Joseph Geiger
 Sergeant First Class Earl S. Finley
 Sergeant First Class Alvin W. Dean
 Sergeant First Class Edwin D. Waltman
 Sergeant First Class Willie H. White
 Sergeant First Class Albert G. Justice
 Mess Sergeant John W. Hanley
 Mess Sergeant Patrick F. Crowley
 Supply Sergeant Robert Ronson, Jr.
 Sergeant Harry T. Corbin
 Sergeant Howard E. Dickerson
 Sergeant John W. Raezer
 Sergeant Boyd F. Mulligan
 Sergeant Marvin N. Howze
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 Sergeant Patrick Patterson

Sergeant Leo L. Lane
 Sergeant William J. Cottingham
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 Sergeant Lyle R. Voorhees
 Sergeant Percy D. Cox
 Wagoner Thomas Duncan
 Wagoner John A. Hamilton
 Cook Walter L. Crouch
 Corporal Louis M. Holmes
 Corporal Mart Gentry
 Corporal Charles L. Joy
 Corporal George Bell
 Corporal Jens C. Anderson
 Corporal William Fleming
 Corporal Frank Tucker
 Corporal Ivie L. Rigdon
 Corporal Benjiman J. Hamby
 Corporal Fred A. Sell
 Corporal Clyde A. Smelzer
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 Corporal Louis Cohen
 Corporal Stephen P. Grib
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Private Pete Williams
Private William C. Wilson



BRIGADIER GENERAL JAMES F. MCINDOE,

Commanding Officer of the Second Engineers

from May, 1917, to July, 1918.

Died February 6th, 1919

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COLONEL W. A. MITCHELL
Corps of Engineers

INTRODUCTION

The 2nd Regiment of Engineers has a record of which any regiment may be justly proud. It was part of the 2nd Division and participated in every battle of that division during its stay in the A. E. F. It shared in the work and glory of that division during that period, and it maybe remarked, in passing, that the 2nd Division lost more men, gained more ground against enemy resistance, captured more guns and prisoners, and won more medals, than any other American Division.

In addition to participating in every engagement of the 2nd Division, the 2nd Engineers was attached to the 36th Division for 18 days while the 2nd Division was recuperating, and it thus fought through a short campaign with the 36th Division.

Not only did the 2nd Engineers show unusual ability as engineers, but it was several times used in emergency as infantry and always acquitted itself with credit. At Chateau Thierry, every company fought as infantry; at Soissons, every company was on the front line, and fought as infantry; at Saint Mihiel half of the companies accompanied the tanks or went over the top with the front line as wire cutters; at Blanc Mont, every company was thrown into the front line to hold and to advance; at Attigny, two platoons went ahead of the front line as wire cutters; and in the Argonne, half of the companies were with the infantry under direct fire for a greater or less time as was necessary.

This regiment experienced severe losses, as was to be expected. Proportionally, its loss was greater than that of any other engineer or artillery regiment, greater than that of more than half of the infantry regiments in the thirty combat divisions, and about two-fifths of that of the most severely handled infantry regiment. Actually, its loss in men was greater than the loss of three of the thirty combat divisions. Its total replacements for all purposes amounted to 191% before it reached the Rhine.

The morale of the regiment was always very high. It never failed; it never caused a serious delay because of poor roads; it never failed to have its bridges ready when needed; it never lost an inch of ground to the enemy; and, remarkable even for engineers, it never failed to have every squad arrive at the proper place, no matter how dark the night or how poor the trail.

Two generals, not engineers, have stated that the 2nd Engineers was the best regiment they ever saw. Other unprejudiced officers have said the same thing.

A history of the regiment shows practically all uses of engineers which are possible in a modern army.

—W. A. Mitchell.

CHAPTER I

PREPARATION.

(April 6, 1917 to May 30, 1918)

The Formation of the 2nd Regiment of Engineers. The 2nd Regiment of Engineers was formed from the 2nd Battalion of Engineers, the regiment first coming into existence on July 1, 1916, at Colonia Dublan, Mexico. It joined in the expedition into Mexico after the raid on Columbus, New Mexico, by the Mexican Bandit, Villa. When the American forces were withdrawn from Mexico in February, 1917, the Regiment was ordered to Camp Baker, Texas, near El Paso, where it was stationed when the United States declared war against Germany. The state of war forced the United States to at once increase the regular army to its full strength instead of waiting several years for this authorized increase as was originally contemplated. The 5th Regiment of Engineers was formed from the 2nd Engineers, and the 2nd was promptly recruited by voluntary enlistments to its full strength. Selected officers were sent to it from the engineer training camps and selected engineer non-commissioned officers were given commissions and assigned to the regiment.

Colonel J. F. McIndoe was the officer selected to command the regiment. He arrived on June 1, 1917, and took command. Colonel McIndoe was a star graduate of West Point of the Class of 1891. He had served alternately with troops and on river and harbor work, and his varied experiences were particularly valuable to the regiment in the varied tasks which it encountered in the American Expeditionary Forces.

On August 22, 1917, the regiment left Camp Baker, Texas, by rail, arriving at Washington, D. C., August 28th. It camped in the suburbs at the American University grounds, now Camp Leach, until September 9th, when it took trains for embarkation at New York City. It left the United States on September 10, 1917, sailing on board the R.M.S. "CARPATHIA" from New York, via Halifax, to Glasgow, proceeding thence by rail to Southampton, England, by boat to Havre, France, and by rail in France to stations at Colombey-les-Belles, Barisey-au-Plain, Vaucouleurs and Uruffe.

Just before leaving Washington, the Regimental Commander was notified of the increase of authorized strength of companies to 250 men and 6 officers (as fixed by Tables of Organizations, "Series A," August 8, 1917). A full quota of officers was assigned before the regiment left the United States, but owing to lack of time the companies remained temporarily on the old basis of 164 men per company, the companies being about full strength on that basis at date of sailing.

The Engineer Train was separated from the regiment at Washington, D. C., and went to Newport News, there to embark for France. At Newport News, it did duty for some time at the Remount Station, then sailed direct to St. Nazaire, and was held there doing various duties until December 23rd. It joined the regiment on January 1st, 1918, just as the latter was going into training as part of the 2nd Division.

The personnel of the regiment on embarkation was unusually good. All of the men were volunteers who had experience or inclination as engineers; the majority had both. Nearly every one of these men who survived, became a non-commissioned officer and many of them became officers. The officer personnel was also unusually good; so good in fact that many of them were soon detailed to staff work and never returned to the regiment.

The First Problem of the American Expeditionary Forces. The problem of the American Expeditionary Forces was very simple at that time, simple in decision but difficult in execution. Only 50,000 American Troops were then in France and 2,000,000 were to come; therefore, these 50,000 had to prepare the way for the 2,000,000. Also, they had to incidentally acquire training in trench warfare and in open warfare. As the engineers were better trained in construction work, it was inevitable that they would spend more time on construction work and would acquire less training, in fact only as much or as little training in warfare as could be acquired by seizing every opportunity.

Construction Work. Upon reaching its first stations, various towns to the north of Neufchateau, Vosges, the regiment was put to work building cantonments for American Troops. The work consisted mainly of the erection of temporary collapsible wooden barracks, of the type known as Adrian. While engaged on this work, the companies operated independently, the regimental headquarters occupying itself mainly with supply of equipment and administration of personnel.



ADRIAN BARRACKS BUILT BY SECOND ENGINEERS

Company "A" built a Camp Hospital and several kilometers of roads, and established a water supply system, with concrete reservoir, at Bourmont. Company "B" did practically the same work at La Fouché. Company "C" built hospitals at Barisey-au-Plain and Colombey-les-Belles, and assisted in the construction of an aviation cantonment at Colombey-les-Belles. Companies "D," "E" and "F" were engaged in the construction of cantonments, hospitals, roads and water supply systems in Vaucouleurs, Uruffe, Neufchateau, Trampot, Brechinville and Alainville.

Regimental Headquarters was first at Colombey-les-Belles, but later was moved with Companies "C" and "E," to Longeau, Haute Marne, where more cantonments were erected.

All of this construction work was under direction of the Advance Section, Lines of Communication (later called the Advance Section, Services of Supply). Colonel McIndoe was made Chief Engineer of this department, being temporarily detailed from the regiment, and remained on this duty until February 22, 1918.

The Commanding Officer of the 2nd Battalion, Major Fox, was at this time Assistant Chief Engineer, Advanced Section, Lines of Communication, and the Battalion was commanded by Major Snow. The 1st Battalion was commanded by Captain Steiner, with station at La Fouché. Major Brown soon went to the 1st Corps School; upon graduation, he returned to the regiment and was in active command. Although such a shortage of officers was not unusual in the American Expeditionary Forces at that time, it was none the less a disadvantage to the regiment. It had arrived in France with five field officers, 1 colonel and 4 majors. The colonel and two majors had been immediately put on Detached Service, and the other two majors sent to school where they took a five weeks Infantry Field Officer's Course. Upon relief from school, one of these officers was placed on Detached Service, leaving the regiment with but one field officer (Major Brown), and it remained so until February 22nd. This lack of field officers was not much felt while the companies were on construction work, but it was felt after the regiment concentrated to train.

As stated before, the regiment came over with companies at a strength of about 160 men. On December 20, 1917, 400 replacements were received from the 116th Engineers, then Engineer Replacement Regiment for the 1st Corps. These men were sent to Longeau, Haute Marne, which was at that time the station of Regimental Headquarters and Companies "C" and "E." There they were divided into three recruit companies and a lieutenant with three non-commissioned officers and a cook were placed on duty with each. About one-third of these recruits had served in the National Guard as Infantry (generally for only a short time), and two-thirds were drafted men who, at the time of their joining the regiment, had had about two and a half month's service. Many of them had never fired a shot before reaching the regiment, and unfortunately the opportunities were very poor for training in rifle firing. Great efforts were made to give these men proper training, but it was not at all as thorough as was desired.

During the latter portion of the time that the companies were on construction work, one hour's drill per day—close order, if possible—was prescribed in order to keep the men in hand. These orders could not be carried out thoroughly in all companies, but the results were good, where the orders were carried out.

Intensive Training. The regiment continued on this construction work until the companies were relieved on various dates from December 30, to January 14, 1918. By January 14, the entire regiment had been assembled in the area about Bourmont, Haute Marne, (Division Headquarters, 2nd Division) where it went into training as part of the 2nd Division. Headquarters and the 2nd Battalion were at Vrecourt, the 1st Battalion was at Sanville, and the Engineer Train was at Rozieres-sur-Mouzon.

Then followed the longest and almost the only real training which was given to the 2nd Engineers which lasted, for the 1st Battalion until February 26th and for regimental headquarters and the 2nd Battalion until March 14th.

Upon assembly in the training area, drill was by company until all of the companies had arrived, on January 14th. About that time, a schedule was received from General Headquarters for our training. This consisted mainly of Infantry training for about five weeks; but Engineer training was increased as time went on, mainly bridging, wiring, trench layout, and to a small extent trench construction. Lack of materials and time prevented extensive engineer drill.

Trench Warfare. On February 27th, 1918, the 1st Battalion was detached from the regiment and sent to the front north of Toul, occupied by the 1st Division, to

supplement the 1st Engineers. They were engaged in work at the Engineer Dump, sawmills, and in construction of shelters on lines in rear. Their work was in such localities that they suffered no casualties.

First Battalion Headquarters remained at Boucq during the entire period of its service in the TOUL sector, while the Headquarters of Company "A" was located at Menil-la-Tour, of Company "B," at Boucq, and of Company "C," at Sanzey.

The following engineer duties were performed:

Company "A": Operated Engineer Dumps at Menil-la-Tour, Leonval and Corneville; operated American and French sawmills at Menil-la-Tour; constructed Corps Headquarters in quarry near Menil-la-Tour, and constructed roads at and near Menil-la-Tour. During the construction of the Corps Headquarters, the company manned and operated compressed air drills, electric hoists, and other mechanical mining devices.



Company "B": Constructed Division Headquarters in hill east of Boucq; operated sawmills at Marbach and near Commercy; assisted in construction of army dump at Leonval; and repaired the road camouflage leading to the front.

Company "C": Constructed the greater part of the Army dump at Leonval involving the construction of wagon and truck roads, "soixante" and standard gauge railway; constructed platforms and warehouses; built stables at Sanzey, and did concrete work at Fort Gironville.

Through this period, each company incidentally made necessary repairs and improvements of bridges and roads throughout the sector.

On May 9th, 1918, the 1st Battalion moved by truck to Heiltz-le-Maurupt, Marne, where it rejoined the 2nd Division for duty. During its stay in this (Robert Espagne) sector near Bar-le-Duc, it was engaged both in training and in constant railroad and remount work for the 2nd Division.

On March 15th, 1918, Regimental Headquarters and the 2nd Battalion left with the 2nd Division for a tour of duty with the French in the Sommedieue sector, south of Verdun, where it remained until May 12th, 1918. Here they were engaged mainly in the construction of shelters, operating at first by company, directly under

a French officer. This gave an excellent insight into French methods. The control passed gradually into our own hands, in which it rested entirely for the final few weeks. During this time, the battalion used its own tools, but all materials were obtained from the French. The Battalion got its baptism of fire during this tour. Company "D" lost three men, killed by artillery fire, the men being at the time engaged in construction of a shelter for machine gun crew in the support line of the first position. These were the Regiment's first casualties.

The following report of Major Brown shows the work of Company "E" during the month of April, 1918, which is fairly representative of the work of the 2nd Battalion for the month:

REPORT ON WORK OF COMPANY "E," 2ND ENGINEERS
FOR THE MONTH OF APRIL, 1918.

1. The company worked throughout the month on four main tasks, each of which was carried on by one platoon and was directly in charge of the Lieutenant platoon commander. General supervision was exercised by the battalion and company commanders. For a part of the month the company had only five officers, but about the 20th, additional attached officers arrived. The second in command in the company then turned over his task to one of these new officers and took up the work of the company office, as company Gas Officer, and, in general, as assistant to the Company Commanding Officer. This is in accordance with our plan of employment of the six company officers.

2. Three of the four tasks referred to were in construction of deep shelters of one kind or another, involving both sloping and horizontal work. No mechanical equipment was in use, though all tasks were in rock; blasting was done with cheddite. Both casings and frames, and sheeting were used, but mainly the latter. That portion of the fourth task carried on in April was a cut and cover affair, the timbering being frames and sheeting. Mining operations to construct underground shelter, in connection with this cut and cover were started at the end of month. Two tasks were dry; the other two were wet, and required much pumping with hand pumps.

3. Either two or three reliefs were employed on all work. Hours of 1st relief were roughly, 4:00 A. M. to 12:00 M.; 2nd, 12:00 M. to 8:00 P. M.; 3rd, 8:00 P. M. to 4:00 A. M. Thus the movement of the 2nd relief to the task and the 1st relief from the task, were the only daylight movements. This was important, as all tasks were on the first position, on or near the line of "reduits" (the line of ultimate resistance). Reliefs rotated weekly, each "gang" however, retaining its own personnel. This arrangement of hours seems very satisfactory.

4. The plan was tried of "detailing" one seventh of the men of each platoon to rest each day, with the idea of keeping the work going continuously so that we might make the most rapid progress possible on tasks where the number of men who could be employed was limited, and also with the idea of not clogging the limited bathing and washing facilities in our camp on rest days. This plan, however, did not work very well. Its main fault is the failure to provide an opportunity for the Commanding Officer to get his entire company together for inspections, for instruction, or even for drills which may at times be necessary either to prevent rustiness on details not covered by the tasks in progress, or to keep the company well in hand. Consequently, it is now planned to stop work from 8:00 P. M. Saturday to 4:00 A. M. Monday each week, and to have all effectives on the job on other days.

5. Auxiliaries were obtained from the Infantry—French or American—who were employed for the evacuation of excavated earth and bringing up of materials, which were done at night. Our aim was to use our men to the best advantage on the actual mining and placing of timbering, while non-technical work was done by non-technical help given us. Auxiliaries are not available from the day before a relief to the day after; and, with our plan for no work on Sunday, will generally not be needed on Sunday nights.

6. Various small tasks were undertaken in addition to the four main ones mentioned. Upon assignment of, or request to perform any work not thoroughly defined, an officer was sent first to make reconnaissance. On the day of his detail, he would gather together the necessary party, that night he would haul his material, and the next morning the work would begin. Requests were received from Infantry and Artillery Commanding Officers to do certain work connected directly with their positions or camps, and not with the special mission assigned to the Engineers. In such cases an officer would be sent to make reconnaissance; based upon this, we would send a few men—or an officer and a few men as the additional officers were attached to the company—to render “advice and technical assistance.”

(Signed) CAREY H. BROWN,
Major, 2nd Engineers.

Just when the Regiment was leaving the Bourmont training area for its tour in trench warfare, two officers and several men of the Camouflage service were attached. Nearly all of the officers of the Regiment had already been through the course at the 1st Corps Schools, and there had received instructions in camouflage, among other things. The principles learned were put into effect on all our work at the Front, the Camouflage Officers visiting all different tasks to give them expert advice and assistance. The enlisted men of the camouflage service were assigned to the tasks where especial technique was required. Our Camouflage Detachment was also called on by the various units of the Division, especially the Artillery. Our Engineer Officers, however, were, according to the Camoufleurs, much more careful and effective generally in their camouflage than were those of any other branch of the service. This shows the advantage of a general training of all Engineers in camouflage so that the divisional Camouflage Section itself can be devoted to the more highly technical features.

Intensive Training at Bar-le-Duc. The German drives of March and April caused conditions to become quite serious, and the 2nd Division was needed near Paris. The 1st Division was preparing to win the battle of Cantigny on May 28, and it was decided that the 2nd Division could help in that vicinity. Accordingly, the tour of the trenches was discontinued and the whole 2nd Division was assembled May 10-12 for rest and training in the vicinity of Bar-le-Duc. Here we spent about eight days in cleaning up, equipping, drilling, rifle firing, etc., in a beautiful part of the country, with the idea that we were bound for the Somme. We then moved by rail, with two or three day's march at the end to the region of Chaumont-en-Vexin, northwest of Paris. Here another week was spent in training. Orders were received for the Regiment to move toward Montdidier with the evident purpose of joining or relieving the 1st Division; but in the afternoon of May 30th, these orders were changed and the whole of the 2nd Division was diverted to the Chateau Thierry front to stop the new German drive in that direction. How we stopped them will be shown in the next chapter.

Supplies. Up to the last day before going into battle, in fact even after the battle, the 2nd Engineers was not satisfied in the matter of equipment and supplies. In general, these difficulties were unavoidable because the articles were not available; but in some cases, the changed conditions of this war had not been fully anticipated at home, and consequently the necessary preparations had not been made.

The necessity, or at least the general desirability, of having truck transportation with the regiment, became apparent early in our experience. The quick moves called for, and the inability to accomplish them with wagons demonstrated this necessity. The modern war cannot be fought with the old transportation; and the more one sees of the modern war, the more one realizes the great importance of the motor vehicle.

During our training and tour of service in trench warfare the regiment had never been fully equipped with Engineer property. It came over from the States with two Brown tool wagons per company, and that was all the special tool wagons it ever had. Some picks, shovels, axes, etc.—heavy tools—had been obtained in addition to these which the two Browns per company could carry, but these had to be left with the Engineer Train, which was just at this time getting the last of its transportation. Orders from the Chief Engineer, A.E.F. during the first part of our tour, and for some time afterwards, were that all Engineer *Supplies* should be obtained from the French depots. The Train therefore had plenty of transportation, as it did not have to carry the prescribed loads of materials. It acted at that time to some extent as a miscellaneous depot for the regiment, which was short of transportation. For example, in addition to the tools mentioned above, the train carried our packs, during the time that we had no pack mules.

The class of tool wagons which were to be issued to the regiment was in doubt. Tool carts (6 per company) were prescribed at one time, and later tool wagons of limber and caisson type. Our experiences led us to the belief that if four tool wagons per company were to be supplied, as provided by the latest Tables of Organization (i. e. May 15, 1918) it would be well to keep the two Browns with their special construction to hold various articles, and to have in addition two escort wagons, which could be used as necessity required for general hauling of materials, and supplies. Steps were taken to complete our transportation in this manner.

About this time, too, we were getting various ideas as to how we should be equipped. The Unit Accountability Equipment Manual had been made up from contemplation of our wars in Cuba, the Philippines, and Mexico, and other wars, while we were from experience beginning to learn our actual needs. The Chief Engineer also at this time told us not to go blindly by the Manual, but to requisition what we needed. Even so, it is remarkable how satisfactory and complete we found the unit equipment. The Company photographic equipment was one thing we decided we could do without. Regimental Headquarters seemed able to look out for all photography. The reconnaissance equipment seemed unnecessarily large, as all France had been so thoroughly mapped and maps were available; so the companies were directed to requisition no more than enough to keep each company supplied with two sketching sets complete. Odometers and pocket sextants were dispensed with. Thus efforts were made to lighten the loads and make the requisitions cause no unnecessary difficulties.

The necessity for mobility also became more and more apparent. The regiment was continually getting rid of articles formerly deemed necessary. When it first arrived in France, each company (a typical regular engineer company) needed, in

addition to its wagons, about three boxcars. By May 30, 1918, if a company in addition to its two wheel ration cart had two escort wagons for rations, baggage, etc., it had "lots of room."

LOSSES AND REPLACEMENTS DURING PERIOD APRIL 6, 1917 TO MAY 30, 1918.

	Officers	Enlisted Men	Total
Morning Report of April 6, 1917.....	25	675	700
Lost by transfer, evacuation, etc.....	63	581	644
Gain by transfer, replacements, etc.....	92	1448	1540
Morning Report of May 30, 1918.....	54	1542	1596

Comments: The prescribed equipment was excellent for the purpose, and the few necessary changes were quickly made. After every new campaign, many critics appeared with suggestions for change, but the old equipment was retained, and the suggestions were always different after the next campaign which was always under different conditions. It was seen that our needs were different in each campaign, but that our regular equipment was generally suited for all campaigns.

The regiment had very little training, but it seemed that it could not be increased, as it was necessary that it do the construction work for which no other troops were suitable and available, and for which laborers could not be obtained.

The prevalent opinion that sapper regiments acquire training from construction and road work is all wrong. A sapper regiment has certain duties in war time, and it is no more trained in these war duties by construction and road work than an infantry regiment would be trained in its war duties by construction and road work. The 2nd Engineers was not a trained engineer regiment when it went into battle at Chateau Thierry; far from it. All through this history, it will be noticed that the regiment spent a day here and a few days there in training while the other regiment of the 2nd Division were resting during these pauses in the operations. The regiment could never rest; it had not been given a fair chance to train because military necessity required that it spend its time in construction work, so it had to seize every opportunity to improve. It was supposed to know certain things, and yet it had never been taught these things. Before its first battle, it had never laid out a quick fortification line; never built a standard trestle bridge, foot bridge or ponton bridge; yet during active operations of the next six months, it had to do and did do these things, after previous drill in every case except that of the ponton bridge. Even though it had so little training, the 2nd Engineers went into its first battle against Germany's best troops (and held its own against them) although its active training for combat had lasted only some eleven weeks and its training in trench warfare had lasted only ten weeks. Truly, the remarkable personal qualities of its officers and men were all that enabled it to perform its duty so efficiently.

CHAPTER II

CHATEAU THIERRY.

(May 31, 1918 to July 16, 1918)

The Problem of Battle. The German drives towards Amiens and later to Chateau Thierry had created a situation fraught with serious dangers to the Allies. The drive towards Amiens had shown that the days of trench warfare had about ended, that Infantry supplied with much artillery could break through a series of well organized trenches. After the Amiens drive had been stopped the 1st Division was preparing for its attack of May 28 resulting in the recapture of Cantigny. The 2nd Division had received orders to move toward Montdidier and every one thought that it would back up and assist the 1st Division in taking back what the Germans had won in their Amiens drive. However, on May 27th the Germans started their Chateau Thierry drive and advanced some 33 miles in four days against the French. The situation became critical; a further advance west of Chateau Thierry would still more endanger Paris and would cause the abandonment by the Allies of the salient between the Amiens and the Chateau Thierry fronts. The need was evident. The Germans at Chateau Thierry must be stopped, and driven back if possible, and the 2nd Division was selected to do the work.

The March to Battle. It was Decoration Day, May 30, 1918, and a more beautiful day was never seen in the 2nd Division area, 30 kilometers northwest of Paris. A holiday was declared, and the 2nd Division stopped its intensive training and spent the day at racing, running, jumping and swimming. Several days previous, the Division had received maps of the British Front, the 1st Division having been there longer than usual, and naturally the 2nd Division expected to relieve the 1st Division. At 8:00 P. M. that day the 2nd Engineers got orders to be ready to move in three hours, but to go in another direction. Heavy packs were made, the wagons loaded, and the billets and stables cleaned. The companies fell in, stacked arms and unslung equipment; then they fell out again to get as much rest as possible.

About 1:30 A. M., May 31st, 1918, orders came for the regiment to march about four kilometers to a highway where it would embuss in camions. Arriving there, the whole regiment found itself together for the first time since arrival in France. Word came that the trucks could not be expected before 8:00 or 9:00 A. M. and a hurry-up call was sent for the rolling kitchens, which had been left behind to follow with the wagon train. They arrived about 7:00 A. M. and the regiment received a meal that was the last real cooked meal for many days.

About 10:00 A. M. the trucks arrived. They were little light French ones, driven by French and Chinese drivers. The regiment climbed on and started for
* * * they knew not where.

The men were packed rather tight and the sun kept getting hotter and hotter. The dust arose in great clouds and the men were soon covered with a thick grayish powder. The truck train headed towards Paris, which fact gave rise to all sorts of speculations. Civilians all along the route waved and shouted, and at every halt gave the men water, etc.

We reached Meaux about dark, and had to stop for a while because a German bombing squadron was making itself obnoxious. The road was almost blockaded by truck loads of men and ammunition moving northward and by hundreds of refugees moving toward Paris.

The bombardment lasted only half an hour, and the trucks quickly moved forward once more. Arriving about 5:00 A. M. June 1st, at May-en-Multien, Seine-et-Marne, the regiment unloaded, the companies formed, and roll was called. Here it was discovered that several trucks had not arrived, so the order was given to fall out for a short time. The men made the most of their opportunity by washing in a couple of tiny springs and eating a portion of their reserve rations, and also filling their canteens. A little before 6:00 A. M., the regiment marched out of town, and split into two battalions at the first cross roads, both battalions arriving at Montreuil-aux-Lions, Aisne, shortly after noon. The men arrived tired but in very good condition, considering the hardships which they had endured. This was due mainly to frequent rests while on the march.

The Officers of Headquarters of the Regiment and a small detail of enlisted men were billeted in Montreuil-aux-Lions and were among the first American troops to be stationed there.

Camp was made in a field near town, but too late to make fires and cook another meal. However, the French soldiers had their kitchens with them, and they gave coffee and food to the men until their kettles were empty.

The regiment arrived in the town of Montreuil-aux-Lions just at the time when the last of the civilian population was making a hasty departure, thinking that the enemy might continue his advance and capture the town. All homes were left unguarded, and very little furniture or other private property was carried away by the owners. In one building in particular a great quantity of wine was stored; but our men had no time to investigate and left it severely alone.

Summary of Campaign. The first work of the 2nd Division was to stop the advancing Germans. A very thin French line was out in front and it remained there until the night of June 2-3. On June 2nd, the 2nd Division had established itself on the line. On June 4th, the Germans made their big attack, principally at Hill 142, and were repulsed. On June 6th, the Americans began attacking, principally because they were Americans, but partly because certain sections of the German line were troublesome and would preferably be in our hands. These attacks continued day after day and the Germans launched several vigorous counter attacks; but by July 10th when the 2nd Division was relieved, it had fought and won the battles of Belleau Wood, Bouresches, Bois de la Marette and Vaux. It had forced back the whole German line about a mile and a half and had kept the Germans there. The work of the 2nd Division Engineers is given later more in detail; briefly, during these forty days, it had fought in the front line as Infantry and in off times had laid out, as engineers, and assisted in constructing, a heavily entrenched second line approximately on our position. Even if we had not beaten back the Germans, they would have been unable to break through this second line.

The Repulse of the Germans. Before the first American attack our line ran south of Hill 142; through Lucy-le-Bocage, Triangle Farm, Le Thiolet to La Nouette Farm. The 4th (Marine) Brigade held the left, and the 3rd (Infantry) Brigade held the right. Theoretically, the 2nd Engineers was to be in division reserve at Montreuil-aux-Lions, but practically it did not stay there at all. Very soon the Division Commander decided to assign the 1st Battalion to help the 3rd Brigade and the 2nd Battalion to help the 4th Brigade. Also, theoretically, we were to be used principally as engineers to help in the work of consolidation but practically it was decided that they were needed more as Infantry and that their Engineering knowledge could be applied when possible. It is reported that one Infantry

Commander thought that engineers should dig standing up while Infantry fought lying down, but on trial it was found that the standing Engineers lasted about five minutes and the survivors lay down and began shooting.

Company "A" advanced along the Paris-Metz Road in a line of combat groups, was supplied with entrenching tools at the Paris Farm, and continued to La Croisette Woods thence to La Loup Woods, arriving there about 3:00 A. M. June 2, 1918. The company assisted the 1st Battalion of the 9th Infantry in preparing a position at that place, working at night, and resting in the nearby woods during the day. The company was divided into platoons, each working, cooking and camping independently in order to cover the front necessary with the least circulation. Capt. Spalding had his headquarters at Beaupaire Farm and made it possible for the company to do the work for the 9th Infantry by scouring the community for tools and utensils, with the permission of the French Authorities. The company left La Loup Woods at 8:00 P. M. June 3, 1918, and arrived at La Croisette Woods about 4:00 A. M. June 4, 1918, after assisting the 1st Battalion of the 9th Infantry to consolidate positions just east of that place during the night.

Company "B" rested with the balance of the 1st Battalion at Montreuil-aux-Lions the afternoon of June 1st. The men had eaten practically nothing since the little bread and coffee served the morning of the day before. They had just made fires and were about to cook a little bacon when the regiment received orders to move. At 4:00 P. M. the company resumed its march, proceeding in half-platoon columns through fields of wheat along the Paris-Metz road and taking entrenching tools from a dump at the Paris Farm. The company was to be attached to the 2nd Battalion of the 9th Infantry, but the exact location of the battalion was not known. It was well on towards morning before the destination was reached and the men arrived very tired and faint from the lack of food and sleep. Headquarters and the first platoon took position in a sunken road, running south from the Paris-Metz road at Le Thiolet. The 2nd platoon occupied the small wood to the right, on the road between La Croisette and La Tafournay Farm, while the fourth platoon was placed on the left in the woods immediately south of Paris-Metz road at Le Thiolet. The third platoon was divided among the other three. The mission of the company was to help fortify the positions of those units of the 9th Infantry to which it was attached and if necessary act in their support. In front of the 9th Infantry was a line of French outposts. On the left of the 9th, north of the Paris-Metz Highway, were the Marines. The company's first night at the front was as quiet as any in its history, but the next day, the enemy having brought his artillery up, there was some shelling which increased in violence as time went on. We strengthened our fortifications; rifle pits were consolidated into trenches, machine gun emplacements were built and barbed wire entanglements were constructed, wire fences being torn down to supply the wire.

In these first days when the transportation of the regiment had not arrived, it was almost impossible to obtain rations. Platoon commanders had to shift the best way they could and very little food was available.

Company "C," after leaving the trucks at May-en-Multion on June 1st, marched with the 1st battalion to camp near Montreuil-aux-Lions. The orders were for the company to report to Commanding Officer, 23rd Infantry, and do Engineer duty with that regiment.

The Commanding Officer of Company "C" was appointed Engineer Officer of the 23rd Regiment of Infantry and the company was divided into four platoons.

The 1st and 4th were attached to the 1st Battalion, 23rd Infantry, and the 2nd and 3rd to the 3rd Battalion of the same regiment. These battalions assisted in the repulse of the attack by the Germans.

The 2nd Battalion was attached to the Marine Brigade and marched to Paris Farm where it drew tools. Acting upon instructions from the Brigade Commander to march to the line running roughly from Lucy-le-Bocage to Triangle Farm, and there to assist the Marines in defensive positions, the entire battalion moved forward in platoon column, each platoon being given a sector of the line. Due to darkness, the lack of maps, and the lack of information, the battalion arrived on the line with "D" and "E" Companies in the vicinity of Triangle Farm and "F" Company in front of Lucy-le-Bocage.

Each platoon of Company "D" was assigned to a company of the 6th Marines. It was used in the firing line as Infantry when the men could not work at consolidating positions. It was also in the line during the German attack of June 2nd which was repulsed. It was relieved on the morning of June 5th at 3:00 A. M. and marched to a reserve position south of Marigny where it remained in reserve until 10:00 P. M. on the evening of June 5th, 1918. On the night of the 5th it moved to the woods near La Voie du Chatel. On the morning of the 6th it moved to Hill 142 with Company "E" and part of Company "F" and assisted in Major Turrell's Battalion of the 5th Marines. When on June 8th the enemy launched a determined counter attack, which was directed against the Marine Brigade, "D" Company of the Engineers was in the line as Infantry and helped to repulse the Germans.

Attacking and Digging. In the first attacks by our division, the Bois-de-Belleau and Bouresches were our main objectives. As a consequence, we find the 2nd Engineers are attached to the troops against these objectives and to the right and left of them. On June 6th, the day when our first attack was launched we find Company "C" goes with attackers to the right of Bouresches, later Company "A" goes to Bouresches and Company "B" to the southwest edge of Bois-de-Belleau; Companies "D," "E" and "F" over to the left of the line as far as Hill 142. From this day until the 2nd Division was relieved on July 10th, we find all or part of the 2nd Engineers joining in every attack, and after the hottest fighting is over, retiring to the Position of Principal Defense, (described later), and working on it every night under shell and machine gun fire until called on to accompany another attack.

Company "C" was the right company of Engineers in the attack of June 6th. Orders were received by Company "C" to go into action as the 4th wave, carrying intrenching tools in order to dig in when the objective was reached. As ordered, they went over as the 4th wave on June 6th; but casualties in all waves were so heavy that by the time they reached the front wave, no Infantry officers were left; so the Engineers with their remaining officers carried the line to its objective, until relieved by other Infantry that night. The front line, as it was then established, ran from Bois-de-Belleau to Triangle Farm and then through Bois de la Rochette. After being relieved from holding the front line Company "C" set to work on the Position of Principal Resistance, near Triangle Farm, remaining there strengthening positions until June 18th when it was ordered to return to La Croisette Woods and rejoin the 1st Battalion of Engineers. It arrived at La Croisette Woods without mishap and worked on reserve positions until June 30th when it joined in the Vaux attack.

On the morning of June 6th, 1918, Company "A," then at La Croisette Woods, was ordered to proceed overland to the Bois de Bourbelin, a distance of about two kilometers. At 3.40 A. M. June 6th, when practically at its destination, the enemy shelled the road travelled, sending over seven shells, all of which burst very close to the company column, instantly killing one man and wounding three; one of the wounded died next day. The company immediately deployed into the woods and commenced digging shelters. The woods and immediate surrounding territory occupied by the company was heavily shelled by the enemy, and in the afternoon a great number of stray bullets of a machine gun barrage went through the woods. During the afternoon the company went out until 7:00 P. M. to dig trenches on the line held by the 2nd battalion of the 9th Infantry, when orders were received to proceed to Lucy-le-Bocage.

At 8:30 P. M. June 6th, Companies "A" and "B," under the command of Major Fox, left the woods enroute for Lucy-le-Bocage, by way of Croisette Farm—Coupru, marching through heavy shell fire and gas to Lucy-le-Bocage. Upon arrival at Lucy-le-Bocage, further orders were received to march to Bouresches, which had just been taken. The column, with Company "A" in the lead, at once left Lucy-le-Bocage by way of the Lucy-Bouresches road. When the column was about two kilometers from Bouresches, the enemy commenced shelling the road with one-pounders and high explosive shells, but the column continued going forward and Company "A" entered Bouresches at 2:00 A. M. June 7, 1918, Company "B" leaving the road and entering the Bois-de-Belleau.

Upon arrival in Bouresches, Company "A" separated into platoons, each platoon seeking the best shelter available, in caves, in back of buildings and walls, etc. The bombardment of the Germans continued all during the day and became so intense at times as to necessitate the shifting of the platoons to better positions of safety. The fourth platoon was forced to change position four times during the bombardment.

At 10:30 P. M., working parties were sent out. The 1st Platoon, under 1st Lieutenant Wyche, barricaded the street in the center of the line, the 2nd Platoon under 1st Lieutenant Burton commenced improving a strong point and erecting machine gun emplacements and splinter proof shelters for same on the left flank, and twenty men of the 3rd Platoon under 2nd Lieutenant Woodle went out to improve positions on the extreme right flank, the rest of the platoon remaining in billets as reserves. The 4th Platoon under 2nd Lieutenant Booth engaged in constructing machine gun emplacements in the center of the line.

At about 12:30 A. M. June 8, 1918, the enemy attacked the town under cover of a heavy machine gun barrage. All work was immediately stopped, and the positions were occupied and held by both the Marines and Engineers against all enemy efforts to take them. In the town, all men not out with working parties were at once formed at the square and placed at the disposal of Captain Zane, U.S.M.C., Commanding Officer, and used by him in connection with his own men as outposts, reliefs and reinforcement parties and patrols. The German counter attack continued until about 2.30 A. M. June 8, 1918, when, completely beaten, the enemy was repelled and forced to withdraw to his old positions. Anticipating further attacks, additional men from the reserve in town were sent as reinforcements by Captain Spalding to the extreme right flank of the positions held by the Marines, bringing the total number of Engineers in the line up to 110, who remained there until withdrawal of the company from town after they were relieved by the Marines. The casualties were only seven men killed and wounded, which was very

light for the action in which the company participated. The town was shelled all through the following two days, but no further attempts were made to take it. At 1:25 A. M. June 10, Company Headquarters and the 2nd and 3rd platoons, followed at 2:30 A. M. by the 1st and 4th platoons, left Bouresches, arriving at La Croisette Wood at 3:30 A. M. and 5:00 A. M. respectively. Great difficulty was encountered in assembling the company prior to leaving the town owing to the heavy shell fire, but the move was accomplished with but one casualty, Pvt. 1st Cl. Still being killed carrying a message of relief through the heavy barrage. Great pride and satisfaction is taken in the men for their coolness and bravery under fire and the ability to adapt themselves to conditions, a fact which was noticed by all officers in the town and comment passed by Major Holcomb, Commanding the Battalion of Marines.

On the night of June 11th, Company "A" began work on the Position of Principal Resistance which ran roughly from the village of Le Thiolet, southeast through the woods west of Bourbelin thence south through Tafournay Farm, joining the French position east of Farm la Nauette. The company worked on this position until June 30th.

At 8:30 P. M. June 6th, Company "B" turned off from Company "A" going to Bouresches and skirted the southeast edge of Bois-de-Belleau. The Lucy-Bouresches road was under shell fire and Company "B" sustained its first casualty when Sergeant 1st Class Gore was severely wounded by a shell fragment. The company followed the line of woods, reaching a ravine and going along it until it touched with the Marines under whose guidance it occupied a position in Bois-de-Belleau about 2:30 A. M. June 7th.

When the two companies left Lucy-le-Bocage, "B" Company was in single file at five pace intervals, and in the darkness a man of the 3rd platoon lost contact with the man ahead of him and instead of turning to the right towards Bouresches, continued straight on so that a portion of the 3rd platoon and all of the 4th found themselves separated from the rest of the company at the outer edge of town. The Marines had advanced two hours before and the Engineers took shelter in their jumping off trenches which were at the edge of the town and were being heavily shelled. They remained in these trenches until a guide sent back by Captain Dederer was found at the cross-roads. The detachment was then marched on toward Bouresches, but as it did not encounter the other guide left by Captain Dederer where the company turned off from the road, it marched all the way to Bouresches. The Germans were shelling this whole area over which the Marines had advanced but a short time before, putting over both high explosive and gas. When the detachment reached Bouresches it had had two men killed and seven wounded. The detachment commander put his men at the disposal of the Marine commander of the town. There being a large number of wounded and no means of evacuation, Corporal Wilkinson went for an ambulance and succeeded in obtaining one. In the meantime liaison had been established in Bois-de-Belleau with company and battalion P. Cs. and orders were received to join the company in Bois-de-Belleau at dark. So, that evening, the detachment started following the ravine that leads from Bouresches towards the Bois-de-Belleau. It was a very dark night and the ravine was obstructed with boulders and tangled underbrush; a sergeant and several men arriving at a fork in the ravine turned in the wrong direction, and came unexpectedly upon three Germans on guard at a culvert. The men left the ravine and took cover in the nearest woods. For three days these men, their retreat cut off, wandered behind the German lines, frequently engaging enemy patrols, and having experiences very remarkable, but finally most of them

returned safely to their company. Meanwhile, the remainder of the detachment took the fork in the ravine and reached the company's position about midnight of June 7th.

In Bois-de-Belleau, early in the morning of June 7th, the company dug two-men shelter pits in three lines, got a short rest and received rations of French bread, syrup, raisins and meat. The Engineers occupied a position in support of the Marines. All day long the woods were subjected to artillery, machine gun, and trench mortar fire. At evening the Marines were withdrawn from their position in front of the Engineers. At about 12:30 A. M. June 8th, simultaneously with his counter attack on Bouresches, the enemy opened up on our positions in the Bois-de-Belleau with an intense mortar and machine gun barrage, but his attack was not seriously pushed here. During the barrage, Company "B" lost 6 men killed and 3 wounded. At 4:30 A. M. the company was ordered to the ravine at the foot of the hill. At dawn, the next morning, the Marines again attacked, the 1st platoon under Lieutenant Smith following in support, and the 2nd under Lieutenant Gregory being used as flank patrols. Later, the 4th platoon joined the 1st, the 3rd remained as reserve in the ravine. The attack was not successful and that afternoon the company was required to dig-in in a new position. On the night of June 8th, the company was withdrawn from the Bois-de-Belleau, and marching all night was bivouaced in a woods near Marigny where it rested all day. At 10:00 P. M. the night of June 9th, 1918, the company marched to La Croisette Woods, digging in the same night. From June 10th to July 7th, inclusive, the company remained camped in this woods, sleeping during the day and going out each night to dig trenches or to put up wire and other work on the Position of Principal Resistance.

The 2nd Battalion was engaged in the attack on Hill 142 of June 6th and "D" and "F" Companies under Major Snow joined in the battle in Belleau Woods on June 11th. The following sketch of the activities of Company "D" in this action is typical of the 2nd Battalion. Company "E" was engaged in consolidating positions near Montreuil-aux-Lions during the Belleau Woods fight.

At 8:00 P. M. June 5th, we were ordered to the 1st Battalion, 5th Marines. We were in a reserve position that night and the next day we moved up to support. The company was split up in details, for rations, ammunition, wounded, burying German dead and on the night of June 7th took up an alert position. On the morning of the 8th we covered the flanks during the attack by the Marines, and immediately afterwards were relieved and withdrew to the woods north of Montreuil and established camp. The kitchen had been brought up and we got our first cup of hot coffee and rested until the morning of June 11th, when we received orders to be ready to get into trucks by 11:00 A. M. We got in and went down the road under direct observation to Maison Blanche where we got out and marched to Lucy-le-Bocage and were issued picks and shovels. We then proceeded to Lieut.-Col. Wise's P. C. where the company was divided up and each platoon assigned to a company of Marines, during the German counter attack on the evening of June the 11th. On the 12th, things were quieter but in the afternoon things began to happen. The Germans laid down a bombardment, using everything they had. It is estimated that there were 80,000 shells in less than four hours. How any man could come through alive was a mystery. The barrage lifted and we went over. During the barrage there was a supposed French aeroplane hovering over our position. After awhile it dropped five bombs on us and flew to the German lines. On the 13th, it was quieter with the exception of local engagements; and we used the time in straightening out certain parts of the line. On the morning of the 14th, the

Germans shelled us with gas, using a great variety of poison. We were relieved on the morning of the 14th and went back to our former camp. There had been quite a number of casualties, 11 men were wounded or killed since the 1st of June and some 40 or 50 gassed; 20 or 30 went to the hospital from sheer exhaustion. We had only 30 men for duty on the night of June the 16th when we started to organize the Position of Principal Resistance.

The Second Line of Defence. During all the time from June 2nd to July 10th, the Engineers were working on trenches in the front line or farther back. First it was necessary to consolidate the front line; later, a strong second position was constructed.

From June 2nd to 7th, inclusive, the 4th Brigade held a general line beginning at a point about a kilometer north of Champillon, thence in a southeasterly direction passing through the wood north of Lucy-le-Bocage to Triangle Farm. The task assigned to the 2nd Battalion of Engineers was to entrench and consolidate this position; this work was carried on with great difficulty under heavy shell fire, and on occasions was interrupted, as detachments of Engineers were called upon to go forward as Infantry in support of attacking parties of Marines, and again were sometimes called upon to defend against enemy attacks the positions they were fortifying. Thus, during these days of strenuous work and fighting, both officers and men of the Engineers found occasions to be thankful that their training in infantry tactics in open warfare had not been neglected.

By June 8th the lines held by our troops had become stabilized to such an extent that definite plans for the organization of the terrain could be planned, and the work thereon systematized. Col. F. B. Wilby was sent down from General Headquarters. These lines of defence were designated "A," "B" and "C," in order from rear to front. The Engineers on June 7th were ordered back into the Divisional Reserve and under direction of the Division Engineer were assigned the task of organizing and constructing Position "B." Working parties of Infantry from the Division reserve were also placed at the disposal of the Division Engineer for this work. The 1st Battalion dug shelters and established itself in Bois de la Croisette as a base to work from; the 2nd Battalion did the same in Bois de Gros Jean and worked from there.

One Engineer Officer was attached to each Brigade to give technical advice and assistance in the construction of Position "C" or the front line position. Work on this position was carried out by the Infantry units occupying the line.

At 5:00 P. M. on June 11th, just at the time when the Battalion Commanders had completed the reconnaissance of Position "B," and when about to begin work, Companies "D" and "F" were ordered to report to the 4th Brigade for duty with that Brigade. This action was taken in view of the fact that an enemy attack was expected. As already described, these companies were placed in front line positions, in support of the Marine units holding that line and were used as Infantry until June 14th, when they were again withdrawn to the Division Reserve.

This action seriously delayed the work of the 2nd Battalion, not only because of the time lost, but because both companies were subjected to terrific fire and suffered serious casualties, and the men when withdrawn were in a state of exhaustion and physically unfit to properly carry on their work for several days after this action as Infantry.

The work done on position "B" consisted mainly of organizing platoon "Groupes de Combat," or elements of firing trench and machine gun positions, located in such

a way as to be self-supporting and to afford a flanking fire covering the whole front. These Groupes de Combat were echeloned in depth in such a manner as to form a support line, Groupes de Combat being located in rear so as to flank the Groupes de Combat forming the front of the position, with the object of preventing enemy infiltration.

Barbed wire entanglements were constructed. On account of the scarcity of material, these entanglement were made simple in their nature and usually consisted of a single row of double apron wire. An attempt was made to locate machine guns so that all wire entanglements would be enfiladed.

All Engineer material for this work was obtained from the French Army Corps, and difficulty was experienced in getting material in sufficient quantity. Barbed wire and sand bags were the only items obtained in any quantity.

Tools and material were supplied by the Division Engineer to the Infantry Brigade to carry out this work. At times, small details of Engineers constructed special works, such as splinter proof shelters for Infantry Brigades and Regimental Command Posts.

During the later part of the month of June, a readjustment of the lines was effected. The first position was then divided into three Zones, termed Zone of Advance Posts, Zone of principal Resistance and the Zone of Reserves. Position "B" with certain minor changes constituted the Zone of Principal Resistance. Work on Field Fortifications of this position was continued throughout the month of June and until July 7th, when both Battalions were relieved by the 101st Engineers of the 26th Division.

After starting on this Zone of Principal Resistance, the rolling kitchens were brought up, and the men lived in fairly comfortable circumstances compared to their first few days at the front. The work was all in the vicinity of the enemy, and was about evenly divided between work in the open and work in the woods. The operations under cover of the woods could be carried on in the day time, but the going to and from work usually necessitated the crossing of open places, so all travel to and from work, as well as the work in the open, had to be at night. This made it necessary in doing day work to have breakfast at about 2:30 A. M. in order to start in time to safely reach cover from enemy observation before daylight, and for the same reason it was impossible to return to camp before 10:00 P. M., thus making a very long day for men working seven days a week.

All work was greatly interfered with by enemy artillery fire, both high explosive and gas. At times work was completely stopped on account of heavy concentration of mustard gas. The men were under considerable strain during our stay at this place, as they were under an intermittent shell fire both at work and at camp.

The Camouflage Detachment of the 2nd Engineers, was under command of Captain St. Gaudens, and worked principally with the artillery during the battle. The following is a report submitted by him on the operation of this Detachment:

The 2nd Division having established its Headquarters at Montreuil-aux-Lions on June 1st, requisitions were sent through military channels for camouflage material, on June 2nd, and camouflage work began on batteries at once. Owing to the nature of the terrain, the constant lack of material, and constant shifting of batteries, virtually all camouflage efforts have been confined to the Artillery. For the first ten days, the open warfare, the fact that the batteries were constantly moving and that the Germans had neither

proper aeroplane service nor the Artillery to do counter battery work, made the camouflage situation a very simple one. But as the lines became more stable, and the Boche gaining the supremacy of the air obtained both excellent photographs and good balloon observation, the situation took on a more serious aspect.

The difficulty of the situation was further intensified by the extreme slowness of the arrival of Camouflage materials. The most vital portions of the requisitions of June 2nd, 9th, 13th, 18th and 20th were not filled throughout the month. This meant that camouflage consisted of a constant series of reconnaissance for positions affording good natural cover and frequent shifts of batteries where proper artificial cover could not be obtained. Camouflage material, to be of value, must be installed at the earliest possible moment, a condition which did not prevail in this region. It is suggested that some other means of obtaining camouflage material more rapidly than the present regulation channels be devised.

The camouflage personnel throughout the month consisted of one officer and about thirty men. This proved ample to meet the needs of the situation within the Division. The men were distributed so as to allow one man to remain in charge of each battery and one sergeant to remain in charge of each regiment. Had the material been ample to meet the situation, there would have been no difficulty in maintaining the proper camouflage of the batteries.

The question of camouflage discipline is one that has not yet been adequately solved within the Division. The severe lessons taught by German Artillery where camouflage principles have been violated have impressed the present personnel to some extent, but until the vital need of circulation has been taught to men as persistently as gas drill is taught, it is quite certain that numbers of lives will be sacrificed through perfectly useless carelessness.

The camouflage situation within the Division at the end of the month, therefore, was good within the limits imposed by the lack of long time insistence on camouflage discipline. With the arrival of material and with another month of persistent education given by both the camouflage personnel and the German Artillery, the division should be considered in excellent shape, from a camouflage point of review.

(Signed) HOMER SAINT GAUDENS,
Capt. Engrs. N.A.

By June 28th, things had become somewhat quiet along the front; the Artillery fire was no longer a continuous roll; the Infantry slept more or less regularly. So, for fear that the enemy might also sleep more or less regularly and lose his fear of the 2nd Division, it was decided to wake him up again by taking some more of his line away from him. Vaux and Hill 204 were just then giving us the most trouble; so arrangements were made with the French to take Hill 204 and the 2nd Division was to take Vaux and the line to the northwest. Two battalions were detailed for the work, one from the 9th Infantry to take Vaux, one from the 23rd to take the line to the northwest of Vaux: Company "A" of the 2nd Engineers was attached to the battalion from the 9th to help in the attack and consolidate the position, Company "C" was similarly attached to the battalion from the 23rd Infantry.

In taking up the position at the jumping off place, Captain Spalding, with Company "A," stopped in the village of Monneaux with his headquarters in order to give some final instructions to the platoon commanders and the leaders as they filed by to take up their positions. Before the last platoon had passed, a shell struck in the little group, killing or wounding every man but one. Captain Spalding was wounded severely in the right leg and died in the hospital at 7:00 A. M. the following morning. The company went into battle a few minutes later without the captain or headquarters, and without the fourth platoon having received final instructions, this platoon being commanded by a sergeant first class who was later awarded the D. S. C. for his conspicuous bravery in this action. The company was subjected to considerable indirect fire while awaiting the zero hour, but our entrance into the village was accomplished with very slight losses as our artillery had compelled the enemy in VAUX to seek shelter in the cellars and the enemy shelled only the western edge of the village. In assisting the 9th Infantry to "clean up" the village, and hold positions along the railroad just north of there, we found a number of German machine guns and plenty of ammunition for same, but the men had not been instructed in the use of these weapons; hence they could not use them in defending the village during the next few days. The company assisted the 9th Infantry in consolidating positions on the outskirts and in the village of Vaux. These were made fairly strong, but due to the fact that the French had failed to take Hill 204, our right flank was menaced from that position and our general position was not strong. Two platoons were held in the front line, and two acting as reserve were occupied in clearing communication to the rear, fortifying supporting positions, carrying ammunition and caring for the dead and wounded. About 10:00 P. M. on July 4th, the 2nd and 3rd platoons returned to camp in La Croisette Woods, reaching the area about midnight, leaving the 1st and 4th platoons to finish some work on consolidation. These latter platoons reached camp in La Croisette Woods the following night about 11:30 P. M.

Company "C" left its camp at Bois de la Croisette on June 3rd, and joined the battalion from the 23rd Infantry at the jumping off place. On the evening of July 1st, the Infantry went over the top and the Engineers rested at the jumping off place until word was sent back that the objective had been reached, fifteen minutes after the attack started. The Engineers then set out and dug them in before morning and returned immediately to Bois de Marette. The next day, the company returned to its old camp at La Croisette Woods and continued work on the reserve positions and rested there.

On July 4th, Col. W. A. Mitchell arrived to relieve Colonel McIndoe of command of the regiment, as Colonel McIndoe had been selected for Corps Engineer of the IV Corps. Colonel Mitchell was a first honor graduate of West Point and had spent four years there as instructor and Assistant Professor in Military Engineering and the Art of War. He was also very fortunate in that he had recently completed the courses at Fort Leavenworth in the Line and Staff classes.

Colonel McIndoe relinquished command of the regiment on July 6th and left the same day to take up his duties with the IV Corps. He was later promoted to the grade of Brigadier General as result of recommendation by the Commanding General of the 2nd Division for his excellent work while commanding the 2nd Engineers. General McIndoe was then placed in charge of the Department of Military Engineering and Engineering Supplies and remained on that work until ordered to return to the United States. While en route to the Rhine on an inspection trip preparatory to his return to the United States, General McIndoe was

suddenly taken ill and on February 6th, 1919, died at Neufchateau of pneumonia. Thus passed away our first regimental commander. His death was felt personally by all of his men; many had been in close contact with him and all had learned to admire him for his personal qualities and his unusual ability.

Resting. On July 8th-10th, the 2nd Division was relieved by the 26th Division. The 2nd Engineers camped in woods southwest of Montreuil-aux-Lions and bathed, refitted, drilled and did a little work on the corps defence line until it left on July 16th for its share in the Soissons battle.

MEN SPECIALLY DISTINGUISHED

SEE APPENDIX No. 2.

LOSSES AND REPLACEMENTS DURING PERIOD MAY 30 TO JULY 16, 1918.

	Officers	Enlisted Men	Total
Morning Report of May 31, 1918.....	54	1542	1596
Loss by transfer, evacuations, etc.....	36	559	595
Gain by transfer, replacements, etc.....	31	655	686
Morning Report of July 16, 1918.....	49	1638	1687

Comments. In the matter of supplies, this campaign showed that larger quantities of supplies of picks and shovels would be needed. Very few ever were recovered after once being issued to troops; they used and left them; some kept them and carried them to other battles. Platoon leadership was found to be especially important, and henceforward initiative was especially cultivated.

The 2nd Engineers was used very often as infantry. This seemed unavoidable in this battle. After many fights, practically every one thought that each company should have some automatic rifles as part of its equipment; also many officers maintained that each platoon should be armed with and be drilled in the use of Machine Guns. After three or four more campaigns, opinions changed and now it is not believed that machine guns should form part of the equipment of an engineer sapper regiment, as it would simply form a temptation to use the engineers as Infantry in cases where there was no emergency and thus take them from their logical-engineer work. However, opinions are nearly unanimous that each engineer company should have automatic rifles.

Although there can be no criticism of the use of engineers as infantry in emergency, this battle showed that the policy of assigning engineers to infantry brigades or regiments should be avoided. To the Division Staff, engineers are specially trained men who can fight as infantry, but to an infantry brigade or regimental commander, engineers reporting to him represent only an additional force of infantry and he generally uses them immediately as such. This battle showed, and it was promptly adopted as a policy in the 2nd Division, that the engineers must be kept under the direct control of the Division Commander; that they should be kept generally on engineering work under his control; that they should never be attached to infantry brigades or regiments except for a specific task as engineers or even as infantry; and that they must be returned to the direct control of the Division Commander immediately upon completion of the specific task to which they have been assigned.

CHAPTER III

SOISSONS

(July 17, 1918 to July 30, 1918)

Before July 16th Marshal Foch decided that he was sufficiently strong to make an attack on the Germans. The military situation was such that this attack must evidently come from the direction of the Compiègne Forest. This was evidently the case because any reserves available to the French must necessarily have been located in this forest, as this was a strategic position from which he could attack in the flank or more quickly place troops in front and stop any advance by the Germans in the direction of Amiens from Peronne or in the direction of Paris from Chateau-Thierry. Having decided to attack, Marshal Foch concluded that it was better to attack from the west and cut off the salient formed by the drive on Chateau-Thierry rather than to attack from the south and cut off the salient formed by the drive on Amiens. He decided to drive in the general direction of Soissons, and selected for the troops at the apex of the drive the 1st and 2nd American Divisions and the 1st French Moroccan Division.

The 2nd Engineers at 1:00 A. M., on July 16th, received orders to be ready to march. The men rolled their packs in the rain and stood ready to move until 4:00 A. M., at which time definite orders were received that they would take trucks at 5:00 P. M. at Montreuil-aux-Lions. The regiment was on the ground at 5:00 P. M., but the trucks were not available until 10:00 P. M. No orders whatever were received, as to destination, but those of the regiment who had taken the other truck ride before the Chateau-Thierry battle were fully aware that troops were not hauled around by trucks on pleasure trips. We did not know then that we were one of the three Divisions that on the 18th of July would strike the vital blow south of Soissons, that would electrify the world and turn the tide of the great war.

Colonel Mitchell at 6:00 P. M. decided that he would go ahead of the regiment and started forward in his automobile. After following directions during practically all of the night by French guides stationed at road crossings all along the route, he came to the end at 5:00 A. M. and was told that there was where he stopped. Seeing no place to stop, he continued to Taille Fontaine and there found the orders to the effect that the 2nd Division was part of the 3rd Corps, that an attack would take place next day and that he would command the division reserve consisting of the 2nd Engineers and the 4th Machine Gun Battalion. After considerable rushing around, he finally secured four maps of the terrain, and these were the only maps available for the entire Engineer regiment during this famous battle. Meanwhile, the regiment had gotten on the trucks and was directed onward by the same French guides until at 2:00 P. M., July 17th, it debussed near Retheuil and started for its camp. All of the regimental staff was busy during the remainder of the day in getting up ammunition and hurrying the regiment forward to its position which was a cross-roads called Vente Cagneau. However, the roads were so badly congested and the rain had rendered them so muddy that it was not possible to get the companies into position. They did not reach there by dark, and were so much confused by the various cross roads and illegible signs that, after several hours marching they camped after midnight in the woods about a mile from their proper camp. The artillery was in position before the movement of the rest of the division commenced, so it had no trouble. The Infantry and Marines had moved in the first camions and, except two companies of the 5th Machine Gun Battalion were practically in position; the 4th Machine Gun Battalion moved among the last and it had to camp for the night in the woods, not in its assigned position.

The artillery opened at 4:35 A. M., July 18th, and the Infantry and Marines moved forward. At 5:30 A. M. the first Engineers troops began to arrive at their proper camp and all had arrived by about 9:00 A. M. The first three companies intrenched on arrival. At 6:00 A. M. a division staff officer arrived with orders for the 4th Machine Gun Battalion to report to the 5th Marines to take the place of two of the Machine Gun Companies which had not arrived. This order could not then be carried out as it was 6:32 A. M. before the 4th Machine Gun Battalion arrived, and even then their guns had not arrived. However, they soon came up and at 7:32 A. M. the Regimental Commander sent the battalion with guns ahead, and sent a message to that effect to the Division Chief of Staff. At 10:23 A. M. the 2nd Engineers received orders to go to Verte Feuille Farm; at 10:45 A. M. it started; at 12:20 P. M. it arrived. The Regimental Commander sent a message to the Division Chief of Staff notifying him of his arrival, and while waiting, started two companies to clearing the roads which were in very bad shape because of fallen trees and shell holes. At about 4:50 P. M. the 2nd Engineers received written orders to proceed to the ravine east of Vauxcastille, as Division Reserve. The Chief of Staff explained the situation, and told Colonel Mitchell that it might be necessary for him to use his own judgment after arriving there, because messages were not being properly delivered at their destinations.

The working companies were called in and the entire regiment arrived at Vauxcastille at about 8:30 P. M. by marching partly over the fields and partly over the roads. At this time some ration details arrived, which had been sent out in the morning, and most of the men were given some rations. At 9:00 P. M. Major Zane of the 4th Machine Gun Battalion arrived accompanied by his adjutant, and stated that his two companies were in the fight. Colonel Mitchell agreed with Major Zane that he should establish his Post of Command in this ravine for the present, and the next day Colonel Mitchell received a message from him showing that he was still at that point picking up stragglers and using all efforts to send men forward.

At 9:20 P. M. the Regimental Commander had received no instructions and had learned that Vierzy had just been taken, so he ordered the regiment to go forward to the firing line to consolidate the positions or to help the Infantry, as his men were fairly fresh and the Infantry was all tired out. Every engineer had been carrying, since he left Montreuil, a large and heavy intrenching tool, in addition to his regular equipment, and they were prepared for this movement. The two battalions were sent over the hill through the wheat fields in line of platoon columns and a message was sent to the Chief of Staff telling him what had been done. The food and tool wagons were ordered to this ravine about the same time that the engineers went forward from it, and regimental headquarters was moved to Vierzy, arriving there at 10:00 P. M. Three truck loads of tools were also ordered to Vierzy and arrived at 10:30 P. M.

At 12:10 A. M. on July 19th the Regimental Commander found the Commanding General of the 3rd Brigade at his headquarters and took charge of his Brigade from 12:30 A. M. until 2:30 A. M., during his absence at Division Headquarters. During this time, two machine gun companies reported for orders and were placed in the eastern entrance of Vierzy, with orders to be prepared to defend the town but also with orders to rest as much as possible. One of the trucks unloaded its supplies in Vierzy and was sent back to Verte Feuille Farm to get a load of German wire which had been found there. At about 5:30 A. M. Division Field Order No. 16 was received, directing the 1st Battalion of 2nd Engineers to report to the 6th Marines as reserve in their attack, Lieut.-Col. Brown to command the 1st Battalion. Lieut.

Col. Brown having been sent back to bring up tools and the rolling kitchens and water carts, Major Fox was given the necessary orders. Lieut.-Col. Brown returned about 6:30 A. M. and was sent out to take command. As both Engineer battalions were already in line with, and in support of, the Infantry, the Regimental Commander sent a message to the Chief of Staff suggesting that the 1st Battalion be relieved from this duty, but was told that the orders would not be changed.

However, there was no difficulty, as it soon appeared that only one company had been committed to the fight and it was entirely practicable to withdraw the battalions from the lines, as the 1st Battalion was in support of the 23rd Infantry, having dug its own trenches and the 2nd Battalion was in line with, and support of the 9th Infantry, having dug its own trenches and those of the 9th Infantry. During all of this day, the two engineers battalions were actively in the fight. Meanwhile, regimental headquarters was very useful. The regimental surgeon established a dressing station at Vierzy and the regimental headquarters established a cooking station with some supplies which were found in Vierzy, having been left there by some Quartermaster wagon which unloaded at that point. It is estimated that at the Dressing Station at least 1200 patients were treated, and that probably 1200 wounded going back and also 500 men going forward were given coffee and bread and some potatoes. As the situation was developing favorably, permission was obtained from the Brigade Commander to unload a truck of tools at the eastern entrance of Vierzy, so that the truck could evacuate patients, in order to prevent congestion at the dressing station. This was risky business as the trucks might be needed, but it had to be done, as the field hospitals seemed unable to send any ambulances to Vierzy so that patients could be evacuated and about 300 patients were gathered there at this dressing station at one time, probably 100 of whom were exposed to shell fire.

At 5:00 P. M. July 19, 1918, word was received that the regiment would entrench where it was. The Commanding Officer prepared the order to consolidate the position. A copy of this order is given to show the form of an engineer field order:

Order No. 6

Map: Oulchy-le-Chateau, 1/20,000

2nd Engineers,

19 July 1918, 5:00 P. M.

1. Our troops on right and left have now caught up to this Division. It is thought that the woods north of TIGNY are in our possession, but that TIGNY itself has not yet been captured. Attack ceases for the present and position now held will be consolidated tonight.

2. The 2nd Engineers will advance at dark to the front line and consolidate the positions in connection with the troops on the firing line, and remain in front line until relieved.

3. (a) The 1st Battalion will consolidate the line from the connection with the troops on our right to an east and west line through the north edge of the woods north of TIGNY. Two runners will be sent to Regimental Headquarters upon receipt of this order to guide chow, water and tool wagons to positions assigned to paragraph 4.

(b) The 2nd Battalion will consolidate the line from an east and west line through the north edge of the woods north of TIGNY to the connection with the troops on our left. Two runners will be sent to Regimental Headquarters upon receipt of this order to guide chow, water and tool wagons to positions assigned in paragraph 4.

(x) Trenches will be dug first; wire will be strung if time is available.
(y) Machine gunners will dig their own emplacements, and Infantry and Marines will dig their own trenches as much as possible.

(z) Special attention will be given to camouflaging the position, as it is much exposed.

4. (a) Chow and water wagons will leave camp at 8:30 P. M. and go to the front. Those for the 1st Battalion will go to the crossroads 1,100 meters west of TIGNY; those for the 2nd Battalion will go to double crossroads 1,000 meters west of LA NABERIE and distribute to details which will be sent from the companies without stopping work.

(b) Horse and motor drawn wagons will deposit tools, especially picks, shovels, and barbed wire near these two places. These tools can be taken by anyone without receipt.

(c) Camouflage material will be sent, if any is available, but very little need be expected.

5. Messages to VIERZY.
Copy to Division Commander

W. A. MITCHELL
Colonel, 2nd Engineers
Division Engineer.

1 inclosure (map)

C. O. 3rd Brigade
4th Brigade

1st Bn. 2nd Engineers (who will confer with C. O. of
his half of the line)

2nd Bn. 2nd Engineers ditto
Engineer Train
Regimental Field Train.

Execution of the above order was suspended, because at 7:45 P. M. word was received that the regiment might be pulled out of line that night. At 11:40 P. M. on July 19th, order was received to pull the regiment out of the line. At 12:01 A. M. on July 20th, the order was issued, but the runner went astray and it was nearly 2:00 A. M. before the two battalions left their trenches. They returned over the wheat fields in the same formation in which they went forward, that is, in line of platoon columns. All started promptly except Company "A" which was in the firing line and did not start until about 6:00 A. M. At 4:00 A. M. Regimental Headquarters left Vierzy and at 10:00 the whole regiment was assembled in the old camp in the woods at Vente Cagneau near Puisieux. On July 20th, the regiment was withdrawn from this sector, and it moved by marching to Monthyon, near Meaux, arriving there July 26, making stops enroute as follows; Near crossroads Maison Neuve, July 20; in woods south of Taillefontaine, July 21-23; in the town of Villers-St. Genest, July 24, 25 and 26. The regiment remained at Monthyon until July 30, during which period it took a bath in the Marne River, the first real bath since June 1st. New clothes were received and distributed and we actually rested for four days. The regiment on July 30 proceeded by marching to St. Mard, near Damartin, where it entrained for its destination at Champigneulles, near Nancy, on July 31 and August 1.

MEN SPECIALLY DISTINGUISHED
SEE APPENDIX No. 2.

LOSSES AND REPLACEMENTS DURING THE PERIOD JULY 16 TO JULY 30, 1918.

	Officers	Enlisted Men	Total
Morning Report of July 17.....	49	1638	1687
Losses by transfer, evacuation, etc.....	10	254	264
Gains by transfer, replacements, etc.....	15	92	107
Morning Report of July 30.....	54	1476	1530

SUMMARY OF RESULTS

The campaign at Soissons was short and strenuous. There was very little time for special Engineer work, but it is felt that the regiment justified its presence as Engineers and its work as Infantry. The following is a brief summary of results accomplished.

(a) The road was cleared of trees where this clearing was necessary, about two miles of its length. Shell holes were filled and the road was rendered passable. This was done without orders and while in position as Division Reserve, but if it had not been done it would have been impossible to bring up ammunition, to evacuate the wounded, or to bring up supplies.

(b) The Regimental Headquarters kitchen fed about 1700 men.

(c) Regimental Headquarters Medical Department treated about 1200 patients, although the wounded of the regiment amounted to only one-sixth of this number.

(d) Tools were unloaded and placed in position where they could be obtained by the Infantry.

(e) The map of the terrain was copied; and maps would have been issued if we had stayed longer in the battle. This was very important because very few maps could be obtained from the French.

(f) The regiment went into the front line to consolidate the position. It actually dug the trenches for the 9th Infantry and dug its own trenches back of the 23rd and 9th infantry.

(g) During all of July 19th, the regiment held a position in the fighting line and in the supports along with the infantry, and on the right formed the support of the advancing troops and advanced a short distance in the attack, stopping only when the attack of the 6th Marines was stopped.

Comments. All things considered, it is believed that the Division orders fitted the situation for engineers as well as could have been expected in view of the understanding of the military situation. This was the first time that sustained attack had actually been made by American and French troops. The conditions were unusual and it was believed that the Engineers should be in the Division Reserve.

The use of the regiment as Infantry in the evening of July 18 and all of July 19 seemed necessary. The regiment was put into the fight by the Regimental Commander and acted as Engineers and as Infantry.

Its value as Engineers is proven by the fact that it actually dug the trenches for the 9th Infantry; in fact the 9th Infantry was so tired that it did not dig its own trenches. The next morning, a very heavy shell and machine gun fire was practically continuous on the 9th Infantry and it might have been almost annihilated if proper trenches had not been dug for it. The use of the 2nd Engineers as Infantry on the day of July 19 is also considered proper. The

regiment was used as a whole and was not frittered away in useless detachments. Actually it took positions in the line and behind the line on the left, and behind the line on the right. The Engineer officers who were in the fight on the left believed that the 2nd Battalion, which was the battalion on the left, actually averted what might have been a serious disaster. The Commanding Officer of the 9th Infantry stated in a lecture at Langres that he had less than 750 men available on the left, but he was holding on to his position. He actually received as reinforcements a number of Engineers practically equal to the number of men available from his regiment. The next morning the Germans started an attack around and in the rear of the left of the 9th Infantry, such an attack being feasible because the Moroccan Division to the left of the 2nd Division was not up to the 2nd Division and the Germans tried to slip into the gap between the Moroccan and the 2nd Division. However, when the Germans discovered the Engineers in support and saw the 6th Marines coming up they retreated in disorder, leaving machine guns in the fields in prolongation of the 9th Infantry line.

Colonel Mitchell might be criticised for ordering the Division Reserve into the battle without waiting for instructions from the Division Commander, but it is certain that the regiment had to be moved forward at once in order to take advantage of the darkness for fortifying the positions. It was a rule in the 2nd Division that initiative and independence in action were required and that proper results justified the use of initiative, whereas improper results resulted in sending the officer to a reclassification depot. As the Division Commander approved of the action of Colonel Mitchell in this case, it is believed that his orders were proper ones and justified by the emergency.

Heavy intrenching tools carried by each soldier of the regiment were found very useful. They were first carried at the suggestion of Major Fox before the soldiers boarded the trucks at Montreuil; but the tools were found so useful in this battle that every 2nd Engineer soldier carried an intrenching tool without further orders until the end of the war.

CHAPTER IV. SAINT MIHIEL

(July 31, 1918 to September 27, 1918)

After its strenuous fighting at Chateau Thierry and Soissons the 2nd Division was badly in need of a rest, so General Headquarters decided that this organization should go to a quiet sector and indulge in trench operations until it was ready for another operation. Further along in this record it will be shown, however, that there was very little resting and that the 2nd Division was very soon shoved into the fighting again. On July 30th the 2nd Engineers entrained for its new area, and on July 31st, it detrained at Nancy, and marched to Champigneulle. Here it was given special engineer drills for five days.

New System of Records. Colonel Mitchell had found at Chateau Thierry and Soissons that experience in battle showed that certain changes were necessary in the administration of the regiment and system of keeping records; consequently he issued a set of standing instructions prescribing the duties of the various members of the regimental headquarters, and of the company offices. It had been found that

the company offices were absolutely unable to continue their paper work during a battle, so he decided to use a system somewhat similar to the British Base Record Office, that is, all the men of the company headquarters were placed under the personnel officer of the regiment and the personnel officer's duties were first, to see that the paper work of the regiment was properly administered, and second, when the regiment was in battle, to select a safe place somewhere in the rear where none of his personnel could be killed. His system was put into operation about a month later by order of the 2nd Division, and about two months later for the whole army by order of General Headquarters. Its value in the regiment became evident at once. The company commanders did not have to worry about paper work. The regimental commander was twice told by the division adjutant that his personnel officer kept up his work in excellent shape, and on one occasion he was told that his records were the best in the division, and that these duties were more promptly and properly administered.

The mail of the regiment had not been receiving attention. A soldier wants his mail above all things, so a card index was made of all the men who were, or had been with the regiment, and special orderlies were detailed on the mail and relieved from all other duty. As a result, the mail was distributed up to date for the first time in four months. It was also found that the mail of the soldiers of the regiment was constantly being addressed to the wrong place, in other words, that the soldiers had not written their new address when they joined the 2nd Engineers. To remedy this, every soldier was ordered to write a post card to at least one home address, so that his mail would be sent to the proper place. The Red Cross printed the post cards, and all the soldier had to do was to sign his name and to address the card. About two months later the results of this order became evident, as mail for all members of the regiment came straight to the regiment. Incidentally about two months later General Headquarters issued a similar order directing all soldiers to send their addresses to their home.

At this time the regimental commander issued an order forbidding volunteering; he decided that every man would do his duty, and that the average of the regiment would be maintained possibly at a little higher standard if no volunteering was allowed, because volunteers were called for only in specially dangerous work, and he saw no reason why more of the best men should be killed than of the poorest. All soldiers of the regiment had always obeyed orders without question, and the future showed that they continued to do so.

On August 3rd Lieut.Col. Brown was relieved from duty with this regiment and returned to the United States, where he was promoted to Colonel. Lieut.-Col. Pullen, formerly of the Tank Corps, was assigned to the regiment on August 5th. Major Snow was relieved from duty with the regiment; and Captain Steiner, promoted to Major on August 1st, was assigned to command the 1st Battalion.

On August 5th, the 2nd Division started to take over the line of trenches in the Marbache Sector. The 2nd Engineers marched to the woods one mile north-west of the Belleville, near Pont-a-Mousson. The night was unusually dark and the rain unusually heavy, in fact, the heaviest rain we saw during the war; consequently, the regiment lay down on the ground in the rain, and did not establish a camp until morning.

The 2nd Division, having taken over the Sector Marbache on August 9th, relieving the 64th French Division, Companies "C" and "F" were detailed to continue fortification work in the zone of principal resistance. These companies were sent out in several detachments for work on Groupes de Combat, wire

entanglements, abris, trench construction and general fortification of this sector. This was the continuation of the work which the French Engineers had been carrying on for several years. Approximately 720 infantrymen per day were also worked on trench construction under supervision of the Engineers, and great progress was made towards the completion of the work in this sector.

On August 15th, the 2nd Division was relieved by the 82nd, and the four companies of the 2nd Engineers, who had not been actively engaged in the sector, were marched to their new station at Camp Bois de l'Eveque near Toul. Companies "C" and "F" continued their work on fortifications until August 18th, at which time they marched to join the regiment at the new camp.

Record in Target Range Construction. Immediately on arrival at Camp Bois de l'Eveque, the regimental commander saw why his regiment had been sent there. There were the beginnings of a target range and he was to make a real range. The French targets did not fit our system and there were very few French targets anyhow; consequently, where we thought we had a target range, we found that we had to build one, and actually we used only four of the French target pits. The Machine gun battalions of the 2nd Division and some infantry battalions were also in the camp, the total garrison being about 5,000 men and the regimental commander, who was also commander of the camp, put everybody to work. Three sets of men were worked steadily from morning to night, each being worked one-third of the day and allowed to rest the remainder of the day. Matters were pushed; the work began about daybreak and ended at 9:00 P. M. As a result, at the end of two days, 40 targets were available for firing, and at the end of five days a target range of 80 targets was being used. In the seventeen days at Camp Bois de l'Eveque, practically all of the 2nd Division came to Camp Bois de l'Eveque and went through a short course of target practice. This target practice was particularly valuable, and it is believed that it is the only case on record where a whole division went through a course of target practice during active operations. Lieut.-Col. Holcomb of the Marines, who had been a member of the Marine team in national target competitions, was sent to Camp Bois de l'Eveque to superintend operations.



Training. The 2nd Engineers seized this chance to do some training. As stated before, the regiment had never been given enough training, but it was constantly seizing every opportunity to improve. Bridge drills were instituted, wire cutting teams were organized, two days were spent on infantry combat drill, and the whole regiment was instructed in hasty fortifications.

The next operation was sure to be an offensive one, consequently wire cutters were especially important, and the infantry pioneer platoons from the Infantry and Marine Brigades were turned over to the Engineers for instruction. The number was not sufficient, so special engineers were selected from each of our companies and joined to these infantry pioneer platoons; in fact, the wire cutters as finally used consisted more of engineers than of infantry pioneers. One squad of wire cutters was organized for each infantry platoon in the front line. Each squad of wire cutters consisted of four men, two with wire cutters and two with axes. The two with wire cutters went ahead and cut the wire, the third man with the axe cut down and broke the posts, and the fourth man cleared a space big enough for a wagon. After three days practice, these wire cutting squads became very efficient, and in a test against time, they cut a path through a 60 yard belt of ordinary smooth wire in about 2 minutes, that is, they cut about one-fourth as fast as the marching rate. Special squads were trained also in the use of bangalore torpedoes, as it was thought some opportunity might arise for their use. The regimental commander also required special drills in laying out fortification lines, with every man assisting in the work. Points were given the battalion commanders representing the ends of their line, and the battalions were deployed as skirmishers, with large or small intervals, depending on total length of line to be fortified; each man was then required to select his most suitable position for local defense, thus representing a squad or platoon in actual defense; the platoon commanders then coordinated these local defenses. Special emphasis was placed by the regimental commander on this work, because at Soissons, the 2nd Division had gone faster than the divisions on its right and left, and gaps possibly requiring hasty fortification were left on either flank. A study of the map showed that the St. Mihiel drive might develop a similar situation, as it actually did; and the Verdun drive later, which was also foreseen, developed the same situation.

Lieut.-Col. Strong was assigned to the 2nd Engineers on August 24th, relieving Lieut.-Col. Pullen who was again placed on duty with the Tank Corps, his short absence having shown them that he could not be spared.

At Camp Bois de l'Eveque the regiment received its first decorations. Lieut. Jesse Gover, Company "B," 2nd Engineers, received the "Croix de Guerre, avec palme," and Private Louis D. Goodrich, Company "A," 2nd Engineers, was given the Distinguished Service Cross.

A review was held when the medals were presented to these two with a number of others in the division. Units were present representing every organization in the division, and General Ely of the 3rd Brigade was the reviewing officer. He especially complimented two organizations for their appearance in the review, and one of these was the 2nd Engineers.

On the evening of September 1st, the regiment left Camp Bois de l'Eveque for its new camp, Bois de la Cumejé. An intermediate stop was made at Aingeray that night, and the following day the regiment resumed the march and arrived at its destination about midnight of the same day. All marching and movement of troops and transport had to be done at night in order to maintain secrecy and avoid any possible observation. The difficulties encountered on this march were

exceptionally hard. The camp at Bois de la Cumejie was established on September 3rd, and the men given a rest for the greater part of the day. For convenience, a message center was established at Bois Jure, this place being a kilometer from the regiment on the main Manoncourt-Royaumeix Road. For the three days, September 7th, 8th and 9th, the companies were given infantry drill, and also instruction by the various specialists of the regiment.

We left for Bois des Hayes, September 9th, arriving there the morning of the 10th. Camp was no sooner established here than the companies were ordered to be ready to advance.

The Problem of Battle. The 1st American Army was to operate for the first time as an independent unit and attack the German in an old established position. The 2nd Division was given one of the hardest tasks, namely, to drive north of Thiaucourt, and cross the river there. We had the 5th Division on our right and the 89th on our left. It was evident that the Engineers must make preparation to cross the river at Thiaucourt, and must assist every one in getting over "No Man's Land"; the Artillery needed help; the tanks needed help; and we had plenty of work of our own to prepare the bridge for crossing the Rupt de Mad at Thiaucourt. Studies of the map were made, aerial photographs were thoroughly gone over, and all possible information was obtained from the French records. The regiment was finally divided as follows for the operations:

(a) Two companies, less a few detachments, as wire-cutters. (Almost a whole company of these two was later diverted to take care of the large tanks).

(b) Four platoons at Noviant Dump to load and unload material, and for emergency work which would later arise.

(c) Nine squads to go with the small tanks.

(d) Six squads to go with the Artillery.

(e) Two trap-hunting platoons, one to follow each attacking infantry regiment and look for traps, and to do other effective work.

(f) Balance of the regiment (about two and one-half companies) to follow in rear of the advancing troops and repair roads.

(g) Map section to follow the 3rd Brigade, and report concerning the character of the roads, and what work would be advisable on them.

As it was believed that the Thiaucourt Bridges would be destroyed, 24 trestles, 10 feet high, were made and placed ready on trucks so that they could be run forward for rebuilding these bridges. Three special squads from the platoons at Noviant Dump were detailed for this work.

Two officers were especially detailed to study up beforehand and look out for the water supply. They were instructed to label such water as could be found and to be prepared to furnish all possible information, with their recommendations as to development of water points. In this instance a water monograph was obtained from the Army Engineer, and this information proved to be of extremely great value to the divisional engineer troops in the advance water reconnaissance. It was seen that it would constantly be of much benefit if Division Engineers were, prior to each operation, furnished a copy of the water monograph of the sector to be covered in the advance. This was not always done, in fact, it was the exception and not the rule. For this reason, it was impossible in many cases to obtain very valuable information, contained in these monographs, relative to water supply systems, bridges and river bottoms.

For road work, small bridges—"Cheney" model—in half-sections were prepared and loaded on Artillery Caissons and Engineer wagons, and transported so that they could be thrown over the old and new trenches in "No Man's Land."

Also, fascines were built for the tanks, so that the ditches and trenches could be filled. They were not considered as of much value, but the tanks wanted them and we built them.

Two wagon-loads of tools had been delivered at convenient points for each of the two regiments (9th and 23rd Infantry) which formed the attacking brigade, and four extra loaded wagons were held in reserve for the two regiments of the 4th Brigade, as they stated that they did not want any tools for the present.

The Army and Corps Engineers had stocked up engineer dumps at St. Jean, Noviant, Dieulouard, etc. Consequently there was no lack whatever of Engineer Material.

Road Work. The infantry jumped off and we started in right behind them. For the road work we had divided the area in front into two parts, and given the troops two complete roads to be put through, based of course on changes which might be found in the area in front of them. The road to the west was to be used for a return road by empty wagons. The road to the east, via Remenauville, was to be used by loaded trucks and wagons in going forward, and empty trucks in returning. The companies started off promptly about a mile behind the front line and did very effective work immediately.

Those troops in charge of the west road (the return wagon-road) repaired very promptly about a mile of this road, threw the "Cheney" bridge across in several places where needed, and had gotten a wagon road across by 10:00 A. M., when it was suddenly discovered that this road had been assigned, by division staff, about twenty-four hours before to the 89th Division, and the 2nd Engineers had not been notified. The troops were immediately withdrawn and placed along the single road to Euvezin, through Remenauville, along with the other companies.

All companies combined worked very effectively on the road shown on the map as a paved road through Limey, Remenauville, thence N. W. to the main Thiaucourt highway. As the so-called paved road existed only on the map, and could only be found by digging through six inches of mud, and as it could not be found at all at Remenauville, it was decided to abandon it at 365.8-236.3 and go straight north from there to join the main highway from Regnieville to Thiaucourt, instead of going three kilometers to the northwest through Euvezin and three kilometers to the northeast back to the Regnieville-Thiaucourt road on this paved road covered with mud.

Luckily, also, on this paved road, about 800 meters of road through the woods was discovered, which had been paved by the Germans.

The companies worked very hard on this road. Two large tank traps, about ten feet deep and eighteen feet long, were found, squarely in the middle of the road, and these had to be filled. Four others were found in our way, but it was not necessary to fill them. About twenty ditches and deep mine craters had to be filled. In fact, much of the road had to be entirely rebuilt. However, by 2:00 P. M. it was possible to get an automobile over the road, and the road continued to improve from this time on.



That night, at about 2:00 o'clock, it was decided that ammunition must come up in spite of the bad condition of the road, so Lieut.-Colonel Strong took position at Limey and allowed absolutely nothing but ammunition vehicles to come forward, while various engineer soldiers were distributed along the road with orders to go to work on the wheels, when necessary. All other traffic then on this road was pushed off until daybreak. All return traffic was halted at the north end of the road. The work on the wheels was very effective, as the ammunition got through, as well as portions of ammunition trains from the divisions on our right and on our left.

Before the beginning of operations, it had been learned that the Corps had available for each Division two Engineer companies and one Pioneer Company. As soon as the situation developed sufficiently, these troops were asked for and they were promptly furnished; arriving some time next day.

As the value developed of this one road through to Thiaucourt, the only road then across "No Man's Land" along the whole front, as far as could be learned, a great deal of assistance was sent from many directions. The two engineer companies and the pioneer company came up during the 13th. The replacements of the 3rd Brigade and those of the 4th Brigade also came up and did very effective work. The reserves of the Division were promised but they did not arrive; another Engineer regiment was promised us, but did not arrive in time to be of any particular value; several infantry regiments were promised from the reserve Division, but they also did not arrive.

After the first night, during which the ammunition came through going north on our road, an arrangement was made with Corps Headquarters whereby all north-bound traffic would follow the main highway Regnieville-Thiaucourt of the division on our right, and the south-bound traffic would follow our road through Remenauville, west of Bois du Four to the Regnieville-Thiaucourt highway. Inspection by us next morning of this main highway showed that there was no road through Remenauville at all; so two of our 2nd Engineer companies, and all arriving assistance, were sent over to help on this road. Considerable progress had been made before two o'clock by troops of the 5th Division already working there.

Consequently this road was passable with difficulty about 5:00 P. M. on September 13th with trucks, and at 6:30 P. M. the two companies of 2nd Engineers were taken off the Regnieville road, given supper at 7:00 P. M. and were allowed to rest until noon the next day. Reassembling companies, checking casualties, and other necessary readjustments were cared for in this period. From the afternoon of the 14th to the night of the 15th, the 2nd Engineers worked on the road north and south of Remenauville and on the road southeast of Thiaucourt, paving as much as possible of the unpaved sections and throwing the mud off the paved sections.

As an incident to show how closely some of this troops followed the front line, it is desired to add that at 4:30 P. M. on the day of the attack, two platoons of our troops were in Thiaucourt and beyond to repair the roads and incidentally took over the German Engineer Dump at Thiaucourt and made an inventory of its contents.



Railroads. It was found that the 60 c. m. railroad southwest of Thiaucourt was in fair condition. Eighteen locomotives were captured and about 10 of them could be operated after certain repairs. Company "F" was assigned on the 13th to repair this road from Remenauville to Thiaucourt. A message was sent early this date (13th) to the Corps Engineers requesting that the road be connected up from the south. The situation must have been foreseen, because very promptly the 21st Engineers appeared, and the road was connected up and operating in a precarious manner by noon of the 15th, all the way from Toul to Thiaucourt.

The captured locomotives were examined by Company "F" and several of them were put in operation. Company "D" assisted the 21st Engineers in laying the track, until our regiment was relieved. Company "D" also investigated the meter gauge road southwest from Thiaucourt, through Essey, Bernecourt to Noviant, but found that practically nothing but the roadbed existed. It was not practicable to repair this road at this time.

The Water Supply lieutenants investigated the Water Supply, especially in Thiaucourt, fixed leaks, and opened the system for gravity flow, but could not start the pumps to working. The situation was good when the Army Water Supply

Regiment's men appeared. A map of the Water Supply system around Thiaucourt was ordered turned over to the Water Supply regiment's men. The map section under Captain J. A. Sargent, of the 2nd Engineers, became diverted from its original road investigation project, and presented a very full report concerning the water supply of Thiaucourt.

Fighting Engineers. The wire cutters, under Captain Tucker S. Wyche, proceeded in the first line, with the 3rd Brigade. They remained with this line in its position northwest of Thiaucourt. Naturally, being engineers, they assisted greatly in organizing the position, though not particularly needed for this work.

When the 3rd Brigade was relieved on the night of September 13th-14th, the men under Captain Wyche were ordered back to duty with the 2nd Engineers.

The two trap hunting platoons followed behind the 3rd Brigade and found conditions about as expected. Two tank traps were found in locations reported by the Intelligence Department. In one or two cases, it was possible for these platoons to be useful in cutting wires leading to certain mines.

Promptly upon the capture of Thiaucourt, the bridges were taken over by the trap-hunters, the mine wires were cut, and everything was made as safe as possible. To show the importance attached by the Germans to these bridges and also their probable disgust at their lack of foresight in not blowing them up, it is only necessary to bring out the fact that on September 14th they shelled these bridges, and secured two hits squarely on one of them and one hit about twenty feet away; all, however, without serious damage to the bridges.

The work done by these trap hunting platoons shows considerable energy and initiative as may be seen by the copy of a message below; (This message illustrates the speed with which Lieutenant Slade did his work):

"From: C. O., 2nd Bn., 2nd Engrs.

"At: Camp 365.7—236.8

"Date: 14 Sept. 18. Hour 10:15 A. M. No. 1. Sent by Runner.

"To: C. O., 2nd Engineers.

"1. Lt. Slade reports this A. M. (5:00 o'clock) general shelling over "forward area during night.

"2. Lt. Slade reports our tanks going up to line; occupation of Jaulny "completed yesterday P. M., Marines in front. One squad of Lt. Slade's detachment under Sgt. Poteet captured 7 Germans and a machine gun in "Bouillonville 12th Sept and with 8 infantry from the 89th cleared the town "and captured several prisoners, including ten officers; prisoners turned "over to 89th Am. Div. (?) He further reports that main 3-way road to "Jaulny clear. 2-way steel girder bridge 50 meters long was in shape for "heavy traffic last night; mine chambers emptied. One trestle-pile bent. "Wooden bridge along side needs repair of one bent on enemy side before "passable for traffic. He reports narrow-gauge line Thiaucourt-Ese to 5th "Div. front was ready for operation last night. His steel gang with work "trains is laying rail to meet Co. "F". He (Lt. Slade) has taken steam "engineer and work train to Thiaucourt and works north to Jaulny. One "detail is going on to Jaulny, presumably to reconnoiter, and rest of platoon "is ready to go forward. Complete itemized inventory of dump at 364.9— "240.2 has been made and filed there. A copy will be sent here later. I "ordered Lt. Slade to remain on the job. Herewith copy of list of materials

"at Thiaucourt received last night from Lt. Slade. An itemized list of narrow gauge railroad material and supplies at Thiaucourt turned over to Lt. Wyman by me this morning.

"Co. "F" expects to have narrow gauge through to Thiaucourt by noon, and steam engines here.

"All companies of the 2nd Battalion being organized with former personnel this morning.

"10 men from Co. "E" sent to work on road Limey—6846—Remenauville as directed by Col. Mitchell. As truck had to go to Limey, I sent them on it with instructions to work back to Remenauville and report here at night. "One squad Co. "E" putting water reservoir near Regt. Hqrs. in shape for use. "Two plumbers Co. "F" tracing pipe line to reservoir. Balance of Co. "F" on narrow gauge.

"4. All battalion and company transportation supposed to be here, but report not yet received. Ration wagons leave this morning.

"5. Messages to me here.

"PECK, Capt. Comdg."

By September 15th, the 78th Division had come up and the 303rd Engineers took over the work of the 2nd Engineers.

German Engineer Dumps has been found at 366.4—236.9. Thiaucourt and S. E. of Thiaucourt. These were filled with many articles of value and a list of supplies was furnished to the Colonel of the 303rd Engineers, duplicate lists being sent to the Corps Engineer for his information and that of the Army Engineers.

When the section was turned over to the Colonel of the 303rd Engineers, he was given maps, including one or two German maps, and a statement of conditions.

That night the regiment marched south to Ansauville. Regimental headquarters, the Division Engineer, and the Engineer Train remained at this place while the companies camped in the woods about three kilometers southwest of Ansauville.

On September 19th, the Corps Engineer ordered the 2nd Engineers to work on the road between Limey and Euvezin. That night, the regiment moved up to this area; but had worked only one day on the roads when it was ordered to move with the Division to the new area, near Toul. The regiment arrived, during the evening of September 21st, at its new station, the 2nd Battalion having marched 20 miles without a single man falling out. Regimental headquarters and the 2nd Battalion were at Fort d'Ecrouves and the 1st Battalion was billeted a short distance away at Pagny-derrière-Barine. The regiment remained in this area for six days during which time clothes were issued and the men were given the opportunity to readjust themselves. Again we seized the opportunity for training. A drill schedule was carried on for 8 hours per day, and ten percent of the men were given, each day, passes for the evening. The drill consisted of close order drills, and parades, which were especially emphasized, and some engineer drill. Several problems were worked out in the hasty location and organization of positions, the problems being similar to those at Camp Bois de l'Eveque, with a view to perfecting a method of hasty fortifications. This training was of great value.

MEN SPECIALLY DISTINGUISHED

SEE APPENDIX No. 2.

LOSSES AND REPLACEMENTS DURING PERIOD JULY 30, 1918 TO
SEPTEMBER 27, 1918.

	Officers	Enlisted Men	Total
Morning report of July 31, 1918.....	54	1476	1530
Lost by transfer, evacuation, etc.....	19	274	343
Gain by transfer, replacement, etc.....	23	579	602
Morning report of September 27, 1918.....	58	1731	1789

Summary of Results. The campaign of St. Mihiel was exceedingly well prepared, and seemed very easy because very few men were killed. Even so, the American troops were at their best, and accomplished a great deal. The following is a statement of the results obtained by the 2nd Engineers:

(a) Built wagon road across "No Man's Land," by 10:00 A. M. of the day of attack. This was done by using "Cheney" bridges and throwing them over the trenches.

(b) Prepared the main road for truck traffic through the 2nd Division sector; filled up tank traps, shell holes, etc., and had a passable truck road across "No Man's Land" by 2:00 P. M., this being the first road available anywhere near us.

(c) Repaired five miles of German 60 c. m. railroad.

(d) Worked on the wheels of the ammunition wagons during the first night, so that the 2nd Division never lacked ammunition.

(e) Assisted very materially in getting the artillery across "No Man's Land." Our artillery got across before any other in the 1st Army. This was done by use of "Cheney" bridges carried by the artillery caissons, and used by our accompanying engineers.

(f) Helped on the roads of the division on our right.

(g) Assisted in the wire cutting and to a small extent in laying out the exploitation lines.

(h) Accompanied the tanks and helped them very materially. Destroyed a few German traps, and captured a few German prisoners.

(i) Seized and inventoried two German dumps.

Comments. Results justify the belief that all possible preparations were made, and that preparations were suitable. However, it is believed that the troops held back from the actual assault could have been profitably employed. It is possible to so organize these Infantry, Marine, and Engineer Reserves as to render them of especial value. They were sent forward promptly, but it is believed that they should have been organized with a view of being sent forward automatically instead of as a result of a call from the Division Engineer for assistance. Co-operation of all Division Troops in the work of road-building was unusually good, but this assistance could have been started earlier.

The great success of our artillery in getting across "No Man's Land" before any other artillery in the 1st Army showed that the method of assisting artillery by engineer details was an excellent one. It was habitually used in future campaigns.

CHAPTER V

BLANC MONT

(September 28, 1918 to October 10, 1918)

General Plan of Marshal Foch. At the same time that the attack was made by the Americans on the Verdun Front, the French planned to attack to the east of Rheims, in order to force the Germans to abandon their lines and fall back there and also in front of Rheims. This country was the same country which was the scene of the Champagne Offensives by the Germans and by the French, both of which were very costly to the attacking forces. The German lines around Rheims were deemed too difficult to attack, but the lines north of Chalons were deemed practicable. If defeated there, the Germans would be forced to fall back to the Aisne River and Attigny and abandon their lines in front of Rheims. Marshal Foch asked for an American Division to help him and it is reported that he asked that the 2nd Division be sent; at any rate, the 2nd Division was sent from Toul and joined the French.

The French attacked before we reached the battle area and drove back the Germans from Souain to Somme-Py. The 2nd Division was then called upon to move forward. Meanwhile, it had moved from Toul to this new area. On the night of September 27-28, the 2nd Engineers moved by train from Fort d'Ecrouves and reached the vicinity of Chalons on the next night the 1st Battalion and Regimental Headquarters resting at St. Germain, and the 2nd Battalion and the Engineer Train at Vesigneulles. This was the first move by train in which the regiment ever received what is considered ample transportation. The next day, the 2nd Division Field Order No. 25, was received, directing movement forward.

On September 29, we started for the front; the troops embussed at 5:30 P. M. and were debussed about two miles south of Suippes. The Field Train and the Supply Train started that morning and camped that night at Camp De Normandie near the regiment. On September 30 the troops and Field Train were assembled at Camp Du Coq, about two miles southeast of Suippes, and the Engineer Train was placed at Camp Piemont on the Chalons Road, about two and one-half miles south of Suippes.

The Problem of Battle. The problem for the 2nd Division was not very complicated, it being a simple matter of driving straight forward at the same time as the French Divisions on the right and left. There were no particular difficulties about roads or bridges, but it was necessary to assign some men to help the Artillery in its passage over "No Man's Land" and over the Py River. The work of the Divisional Engineer Troops was not so difficult as in the St. Mihiel operation, because in this present case the French had captured the advance trenches and had cut the first line of wire. Consequently, no wire-cutters from the 2nd Engineers had to be detailed. The assignments of engineer troops were as follows:

- (a) One platoon from Company "D," under Lieutenant Chase, to assist the Artillery.
- (b) One platoon from Company "C," under Lieutenant Hohn, to operate the Engineer Dumps.
- (c) The remainder of the troops to work on the roads until needed elsewhere.

On October 1st, at 7:00 P. M., six wagon loads of tools were sent to a point designated two miles south of Souain, for the 4th Brigade. 800 wire cutting tools were obtained from the French Army Engineers, and 600 of these were sent to the same place for the same brigade. Most of these tools were taken by the 4th Brigade, and the remainder of the wire-cutters and other tools were moved next day to the 2nd Engineer Dump which was established at Souain and all the material of the 2nd Engineers was soon placed in this dump. At 10:00 P. M. our troops were marched to a position south of Souain. It was intended to go north of Souain, but we had to march off the roads in order to keep them clear for traffic; therefore marching was so difficult and slow that daylight came before the distance was made, and it was necessary to camp south of Souain.

The 2nd Division attacked next morning, and as usual advanced rapidly, and successfully carried the positions in front. The work on the roads was started promptly by the 2nd Engineers on the same date and progressed very well until 6:00 P. M. At that time we began to experience difficulties, owing to French control of dumps and roads resulting in a lack of understanding and coordination. First, the Colonel of the X1 Corps (French) would not give us engineer material in his dump at Souain so that Colonel Mitchell had to make a special trip to the General of Engineers of the 4th Army (French) and get his written permission to use this material. This took 10 hours. Likewise we were delayed considerably because the Colonel of the X1 Corps (French) had instructed us that we must confine our work to the south of Navarin Farm; that he would take care of roads north of Navarin Farm and the bridges in Somme-Py. This meant that there was no object in working in the night time, in order to avoid shell fire; so our engineers were, called in, as they could work better if given a much needed night's rest. At 11:00 P. M. we succeeded in getting these orders revoked and the troops were turned out to work on the road north of Navarin Farm until morning, this area being exposed to shell fire and under direct observation.

The matter of working on the Highways was definitely settled after two days of lack of definite instructions (although we were already working just as we wished) by a decision of the French Army Engineer that the X1 Corps (French) had nothing to do with these roads, and the XX1 corps (French) and the Fourth Army would be assisted on roads by the 2nd Engineers; but that the 2nd Engineers could work in the advance area beyond the crest of the hill at Navarin Farm in the area exposed to German fire, just as we had already been working for two days. This decision appeared to be unusually wise, but the roads beyond the crest of the hill were found to be so good that it was very soon decided to bring half of the men back to the bad stretch of about half a mile near Navarin Farm where the French had planked a one-way road over the waste area and where traffic was continually being held up.

The most difficult part of the roads here was at Navarin Farm and just north of it. There were two big craters in this section, and as stated before, the French had planked a one-way road around these craters. The first day we went by these craters and worked on to Somme-Py, but one day's work there was sufficient for immediate purposes, so we went back to the road north of Navarin Farm and to the mine craters. Company "A" was placed on this work and continued there until it was finished, after which it moved north just in time to be sent into line as fighting troops. The ground where Company "A" worked had been torn up by four years of fighting and all evidences of a road had vanished. The French temporary wooden road was about half a kilometer in length, and was good only for one way traffic and even that was rapidly going to pieces. The 2nd Engineers



had to make a two-way stone road at this place without interrupting the traffic that the road was then carrying. By using a little judgment, we managed it easily. A dirt fill was first thrown up by the side of the wooden roadway and tamped by hand with short pit props, as the earth was very dry and loose. Thus we had first the wooden road and the dirt fill road alongside. Next, as the weather was dry, we were able to construct in a similar way, a wide detour for light traffic thus securing a third road which was used by light traffic and relieved the congestion on the main road. The dirt filled road was then surfaced with stone and brick brought from Souain by our train vehicles and also by vehicles of the French Corps Engineer who helped with stone from Souain and from other nearby villages. When the dirt fill (now stone) roadbed was strong enough to sustain heavy traffic, it was turned off of the wooden road and that torn up. The dirt fill (stone) road was then widened on the old foundation until we had a strong two-way stone road.

The whole operation was favored by dry weather and the 2nd Engineers were assisted by part of the Infantry and Marines, who had been held out of the fighting. These Infantry and Marines were of great assistance at first, but their numbers very soon become so small, owing to many details, etc.—the Marines soon disappearing altogether—that this help was not very great.

Company "A" is especially to be commended for the unusual efficiency shown in performing this work in the waste area near Navarin Farm. It was noticed time after time that every man was working hard, and not loafing and watching the wagons and automobiles pass by. The work was unusually difficult, as it was necessary to build one road, macadamize another road, and at the same time keep up two plank roads one of which was being removed by sections in order to make way for the macadam. This work was especially well performed and traffic was never stopped. All of this work was done on top of a ridge that was easily observed and registered on, and the enemy shelled the working party quite often. However, the men worked steadily, seeking shelter only when shells were striking among the working parties.

This was the critical point in the line of communications; consequently until completion of the two-way road on October 6th, it was necessary at night to detail

a whole Company to patrol in two reliefs here and elsewhere along the whole road from Souain to a point north of Navarin Farm, in order to get the traffic through. This was especially difficult work, and Lieutenant Kearns, Lieutenant Gover and Lieutenant Spafford are especially to be commended for their energy and resolution in continually breaking up blocks in traffic formed by well-meaning or ill-meaning efforts on the part of various chauffeurs and drivers to obtain results for their own vehicles regardless of others. Maps were prepared by the map section, under Captain Sargent, and fifty copies were distributed among the men regulating the traffic; traffic regulations were also issued.

The road situation was rendered more easy by the fact that the ground was sufficiently hard to use the French System of parallel Pistes, that is, wagon roads on each side of the main paved road at a distance of 500 yards, more or less. A



company was placed on the piste on the east side of the main road and one on the piste on the west side. These pistes were particularly useful, because it very soon became evident that the excellent paved road maintained by means of repairs made by the 2nd Engineers was being thoroughly appreciated by the different divisions to our right and left and by the French Corps and Army Troops. Again we experienced a delightful sensation of being appreciated. Looking up from our work, we could see a varied assortment of troops of all kinds and insignia and markings coming we knew not whence, going we knew not where, but at least using our roads. The pistes carried the animal traffic and the paved road carried the motor traffic.

In the matter of bridges, two of the companies did excellent work. Captain Wyman, with Company "F" on October 3, built a bridge 100 feet long, with much fill, for the Piste de Nimes, and Captain Hetrick, with Company "D" built a wagon road through the ruins of Somme-Py, and a bridge across the Py. By the evening of October 3rd, both the Piste de Nimes and the Piste des Cuisines were open as far as Blanc Mont and Medeah Farm ridge.

The center bridge at Somme-Py had not been completed by the French by 10:00 A. M. on October 4, although they had promised to finish it the day before. We induced the French to allow us to finish the bridge and turned it over to Captain



Hetrick of Company "D," who used one platoon and some special men on the job. By 6:00 P. M. that day he had driven five more piles, and as it was getting dark he found it necessary to put the men to work at double time. As a result of such efficiency, the bridge was available for traffic by 7:30 P. M. and the finishing touches were added next morning.

Engineer Train. The Engineer Train rendered especially effective work. On October 2nd, it moved to Souain, and the next day took over the Engineer Dump at that point. The platoon under Lieutenant Hohn loaded all the wagons and trucks which carried the stone and brick for building the macadamized roads around the craters north of Navarin Farm. This platoon at the Engineer Dump, under Lieutenant Hohn, also built a stockade at Souain for German prisoners. The work was particularly well done, because he was not notified until nearly nighttime, and he built most of the stockade in darkness during the early evening.

At 5:00 P. M. October 3rd, two wagon loads of tools were sent to the bridge north of Somme-Py for the 4th Brigade, and it was notified that they were there. At 7:00 P. M. two more wagon loads of tools were sent to the same place for the 3rd Brigade. Every effort was made to notify the Infantry that these tools were there, but the Signal Corps was unable to reach them, and a special runner who was sent out was unable to find them. However, many of the tools disappeared, so it is supposed that the Infantry found them.

About 6:00 P. M. October 4, information was again received that the Infantry wanted tools, so by 7:00 P. M. about 2,000 shovels and half that many picks were placed on wagons and started for the line, where they were to be distributed between the Infantry and the Marines. During the afternoon, an Engineer dump with six wagon loads of tools and material, was established at Schwaben Koning Dugout near the junction of the roads at 267.7 281.1. A Master Engineer and two men were sent to make an inventory of the two German Engineer Dumps captured by the 2nd Division south and southwest of St. Etienne, with instructions to give the information also to the Infantry.

Map Section. The Map Section also, for the first time, operated with considerable efficiency. It made a thorough reconnaissance of the Pistes and all other



possible roads to the left and right of the main highway. This was done on October 2nd, and very valuable information was given to the Assistant Provost Marshal on the night of October 3-4 and on October 4, to assist him to regulate traffic. It also made a reconnaissance to learn the possibility of connecting the 60 c. m. road of the French to that of the Germans, and on October 4th, a map was made up and sent to the Bureau of the French Army, with the request that the necessary preparations be made to make this connection, and with the statement that the 2nd Engineers would render every assistance possible; but we were never called on for help, possibly because the French lacked railway material.

Early on the morning of October 5th, a copy of the road map, prepared by the map section, was sent to Colonel Pierrot, XXI Corps (French) at Somme-Suippes, and in the afternoon another more complete map was sent him.

During the afternoon of October 6th, special details were sent out with Captain Sargent and Captain Smith to map our positions in the line, so that maps could be turned over to the relieving Brigade. Captain Sargent and Captain Smith were especially complimented by the Division Commander for their success in this dangerous work. Photographers were sent out to photograph special places.

On October 8th, the Map Detail made its first Engineer Map, which seemed to be an excellent arrangement and was continued daily when necessary. This map showed water-supply, conditions of roads, bridges &c., and gave all other available engineer information. It was issued to all troops of the division.

Fighting Engineers. Late in the evening of October 4th, a hurry call was received to the effect that the Marines had struck difficult wires and needed some wire cutters. Lieutenant Benjamin was sent with a platoon of wire cutters from Company "D" to help the Marines take the machine gun posts. The men were equipped with wire cutters and rifles, and were sent up in trucks, as they were needed at once. It so happened that in the course of the fight, it developed that they were not particularly needed as wire cutters, but they stayed and fought as Infantry, and returned to the company on October 7th, having suffered five casualties, Lieutenant Benjamin and four men having been wounded. While dis-

posing his men for the attack, Lieutenant Benjamin decided that one of his sergeants was inefficient because of cowardice, inexperience, or lack of energy or intelligence. Any one of these defects was sufficient to disqualify him to hold the rank of sergeant of the 2nd Engineers, so Lieutenant Benjamin cut off his chevrons and reduced him to the ranks. In such manner, were we able to maintain the high standard of the 2nd Engineers.

On October 8, we went into the fight again, but this time all of the regiment was used to fight. The Infantry of the 2nd Division, after jumping off on October 2, had advanced successfully, but day by day its progress was slower as the Germans put more and more troops against it. The French Divisions on our right and left were unable to keep up with the 2nd Division; and on the left the Germans actually came in behind and around the left of the 2nd Division and attacked it from the rear, so that reserves were used up to keep them back. Consequently about October 6, it became evident to Colonel Mitchell that very soon the 2nd Engineers would be needed in the front line, so he arranged our work in such a manner that all of the regiment was in camp resting on the night of October 7-8.

About 11:00 A. M. October 8, orders were received by Colonel Mitchell to reinforce the right of the line; and the 4th Machine Gun Battalion, then in line, was placed at his disposal. Also at 1:00 P. M. orders were received by him to send Lieut.-Col. Strong to reinforce the rest of the line. Both orders were to fill gaps in the line. As orders had been received about 11:00 A. M. to send a mapping detachment along the entire front line to mark out the line which was not well marked, the complete strength eventually sent into the line was reduced by one lieutenant, four sergeants, and one squad from each company, by Lieutenant Hohn's platoon from Company "C" at the Engineer Dump, and by Lieutenant Chase's platoon which was still with the Artillery, but practically all of the regiment was in the fight. Companies "A" and "C," under Major Steiner, went forward about noon to fill the gap in the right of the line. About 2:00 P. M. Company "B" was sent to reinforce Major Steiner, and the 4th Machine Gun Battalion was added to this and placed under his command to render safe the right of the line. About 2:30 P. M., Lieut.-Col. Strong, with the 2nd Battalion, was ordered to St. Etienne-a-Arnes similarly to render safe the left of the line. The Infantry then occupying the line had been considerably spread out as a result of their operations; consequently it was difficult to determine just where the Engineers should best be placed, but by dusk, October 8, Major Steiner's two companies had filled the gap in the right of the line, relieving elements of the 9th Infantry and of the 36th Division, and by 1:00 A. M. October 9, two of Lieut.-Col. Strong's companies on the left were in St. Etienne-a-Arnes and the left of the line was rendered safe.

The 4th Machine Gun Battalion had been somewhat shot up during October 7 and 8, and was unable to man all its guns; likewise, it had some guns at Suippes. Twenty-four Engineers were detailed by Colonel Mitchell from the 1st Battalion to fill the vacancies in the 4th Machine Gun Battalion, and four machine guns were procured. The detachment was drilled and trained on the morning of October 9th, and was ready for work at noon. It was sent forward to the front line about 1:30 P. M. October 9th.

The 1st Battalion, less Company "B," having received its orders at 11:00 A. M. proceeded via 71st Brigade Headquarters to the relief of all elements in the right half of the line. It marched by company, and reached a covering position near Brigade Headquarters, 3rd Brigade, about 1:00 P. M. Major Steiner, proceeding ahead, obtained what little information was available relative to the tactical

situation, obtained with great difficulty a single guide, and was able to continue the march to the front with his two companies in the early afternoon. The route which it was necessary to follow was exposed in at least two places to direct observation from the enemy, and consequently the enemy's shelling became very intense, causing a number of casualties. During this shelling Lieutenant Nolte was mortally wounded, and died the next day. Lieutenant Tapscott was also severely wounded. Upon arrival at a covered position about 300 yards in rear of the front line, the troops were halted, and instructed to seek shelter in the immediate vicinity, taking advantage of local cover. Major Steiner, Captain Wyche and Captain Jerman proceeded forward to the Post of Command of the Commanding Officer of the 9th Infantry Battalion then in line. Upon arrival, they found that the troops in the line, as a result of their advance, were considerably spread out, and that a regularly executed relief would be impossible. It was therefore decided that Company Commanders, after making a hasty reconnaissance, should return to their companies, that Company "C" should be brought forward in skirmish line to a position in the woods about 200 yards in rear of the front line, and that they would then be placed in line by Major Steiner. Company "A" was to be brought forward and echeloned as a line of support, the left to be about 100 yards in rear of the front line, and the right to be about 200 yards from the front line, so as to be back of the right flank of the Division sector. Major Steiner, with the Commanding Officer of the 9th Infantry Battalion made a reconnaissance of the entire front line, and it was decided that the 9th Infantry should immediately be withdrawn, and that, if necessary, as the Engineers would arrive just before dusk, the line would then be strengthened by attack and made more defensible. During the relief, as had been expected, the German infiltration became more pronounced and an attack was conducted at dusk by Major Steiner with success. Two machine guns were captured and reports later received indicated that in this minor engagement a detachment of about 50 Germans, manoeuvring for a counter attack, had been wiped out.

The next morning, June 9, it was decided that the front line should be reinforced sufficiently to permit of the use of the supports and the reserve (Company "B" which had arrived during the night before) to mop up any German detachments which had entered our lines and concealed themselves in the thick woods. This was done, infiltration was stopped, and our mopping-up detachments operated successfully during the entire day. Thereafter similar detachments did patrol duty constantly. About noon, after consultation between Major Steiner and the Battalion Commander of the French unit of the right, it was decided that an attack should be made by the Engineers so as to straighten the extreme right of our position. In the beginning of this operation, the presence and position of many concealed machine gun nests were disclosed, and these offered such terrific resistance that the sacrifice was deemed inadvisable without some further preparation, and the attack was suspended for the time. Stokes Mortars were then obtained from the French, but they had no ammunition. It was therefore necessary to rush forward from the rear as much ammunition as could be obtained. By 4:30 P. M., sufficient ammunition for a five-minute barrage from the Stokes Mortars had been brought forward and the attack was staged for 5:30 P. M. When the Germans heard the Stokes Mortars, they evidently expected an attack, and to our great discomfort placed a barrage along the entire brigade front, which lasted with intensity for thirty-five minutes. However, the attack as planned was executed, and the results were entirely satisfactory. Lieutenant Spafford, who was killed in this action, displayed extraordinary heroism and was given the Dis-

tinguished Service Cross. He personally led his platoon forward against a very strong machine gun nest and manoeuvred it in such a manner that it suffered but slight losses. After having been wounded, he continued to direct his platoon until he received a second wound which proved fatal. In the loss of Lieutenant Spafford, the Second Regiment of Engineers suffered heavily.

The 2nd Battalion was meanwhile having its troubles over on the left of the Division line. The Marines were holding the town of St. Etienne, having established themselves in this town after a very severe struggle. The cemetery to the East of St. Etienne had changed hands about six times and no one knew just who actually held the cemetery. The troops of the 36th Division had moved forward and backward along the front to the East and Southeast of St. Etienne; and after severe fighting and loss of very many officers, the communications were so disorganized that it was not known just where the lines were located. It was known that Lieutenant Overton with what was left of his Marines was holding St. Etienne and that there was a large gap between the town itself and the troops of the 36th Division off somewhere to the East. In this emergency the 2nd Battalion of the 2nd Engineers was rushed forward about 2:00 P. M. to close the gap. Companies "E" and "F" entered the town and Company "D" was held in reserve.

Company "E" took up a first line position along the north bank of the creek running parallel to the front and beyond the town of St. Etienne. It joined with Lieutenant Overton's detachment on its left, and extended its right well to the eastward, thus barring all direct approach, for the Germans to the town and the Engineer Dump.

Company "F" took up a position to the East of St. Etienne and on the south bank of the creek. It made hasty strong points in the Cemetery, forming a support line to Company "E" and also covering Company "E's" right against flank attack. Although back of Company "E," this exposed position brought upon Company "F" an even greater shelling than was given Company "E," and its casualties were greater. Company "D" was held in reserve on the south slope of the ridge south of the town.

As soon as Companies "E" and "F" were established in position Captain Peck commanding these two companies in St. Etienne, sent reconnaissance parties off to the right to communicate with the 36th Division. These parties were either killed or returned without locating our friends to the right; consequently on the morning of October 9th, Captain Peck and Captain Wyman personally went on this reconnaissance. Although it involved unusual danger, Captain Peck deemed the conditions justified the risk. He succeeded in locating the troops on the right and made arrangement to connect with them; but just as he and Captain Wyman returned to the cemetery, he was struck by fragments of a shell and died within 10 minutes. Captain Peck's loss was a great calamity to the regiment, especially in these very strenuous days. He was buried in the cemetery in which he fell, and a tomb stone was carved with a pocket knife by one of the men of his company and placed over his grave.

During the entire period they were in the line, both battalions were subjected to intermittent shelling of a terrific nature, but fortunately the Germans artillery did not have our line located accurately and our losses were reasonably small. The main tactical difficulty in the defense of this sector consisted in the fact that in front of the French on our right and left, the Germans held positions from which they enfiladed our positions with their machine guns; but we held our own even though fire from front and flank was continuous with shells, machine guns and sniping.

About 5:00 P. M., October 9th, Colonel Mitchell received the order that the Engineers would be relieved by dawn. Copies were at once sent to Colonel Strong and Major Steiner. All food and water wagons of the Engineers were stopped and not allowed to proceed to destination during the night. The Machine Gun Battalion was notified that it was to be relieved.

On the right Major Steiner had intended to relieve Company "C" in the front line with Company "A" but decided to hold onto the position as then constituted in view of the relief. He visited the Lieutenant-Colonel of the 141st Infantry, assisted him in locating some lost elements of his regiment which might assist in effecting the relief and gave him full details as to the exact technical requirements. About 2:00 P. M., October 10th, Captain Burgess of the 141st Infantry reported to Major Steiner that in compliance with the orders from his Regimental Commander he assumed command of the sector and the 1st Battalion 2nd Engineers could consider themselves relieved. The relief was then commenced. Company "B" was ordered to withdraw from its reserve position at once. Company "A" was allowed to withdraw immediately the least essential elements, but Major Steiner would not withdraw Company "C" and the rest of Company "A" until he had assisted Captain Burgess in disposing of elements under the latter's command, so as to strengthen as much as possible the position. This having been done, further relief was carried out with extreme caution and by 3:30 A. M., October 10th, the last element of the 1st Battalion, 2nd Engineers, had left the front line. Due to enfilading by machine guns and the excessive activity of snipers, especial caution was necessary to prevent the detection of this relief; but we were fortunate in that the relief was accomplished without casualty. The whole 1st Battalion was in camp north of Somme-Py at 5:30 A. M., October 10th.

On the left the 2nd Battalion was not so easily relieved. Company "D" was relieved easily in the night of October 9-10, but the relieving Infantry of the 36th Division could not reach St. Etienne until early morning of the 10th to relieve Companies "E" and "F." The Marines under Lieutenant Overton also were told that they were relieved from the line, but they seemed to have the same idea as the 2nd Battalion, viz; that the object was to hold the line and not to take advantage of every chance to get out of danger. Consequently Lieutenant Overton told the engineers in St. Etienne that he and his Marines were going to stick with them, and although the Germans used gas, Machine Guns, high explosives and sniping in every possible manner, Lieutenant Overton with his Marines stayed with Companies "E" and "F" of the Engineers until all could properly retire. All of Company "F" had come out by outfiltration by squads by 1:00 P. M. and Company "E" came out after dark on October 10th, so that by 11:30 P. M., October 10th, the 2nd Battalion was also in the camp north of Somme-Py.

MEN SPECIALLY DISTINGUISHED

SEE APPENDIX No. 2.

LOSSES AND REPLACEMENTS DURING PERIOD SEPTEMBER 27, 1918 TO OCTOBER 10, 1918.

	Officers	Enlisted Men	Total
Morning Report of September 28, 1918....	58	1731	1789
Lost by transfer, evacuation, etc.....	11	154	165
Gain by transfer, replacements, etc.....	3	71	74
Morning Report of October 10, 1918.....	50	1648	1698

Summary of Results. It is believed that in this operation the 2nd Engineers did about all classes of work that could have been expected of Engineer Troops, and some classes of work which could not have been expected of Engineer Troops. The following is a summary of the results accomplished, between October 2nd and October 10th, inclusive:

- (a) Thirty kilometers of wagon roads were repaired and put in shape.
- (b) Twelve kilometers of two-way paved road were repaired, including actual paving of 200 yards of two-way road by means of rock hauled principally by the 2nd Engineers with its Engineer Train transportation, and the temporary construction of 600 yards of side roads at the point, to carry traffic in the meanwhile.
- (c) Regulation of traffic during two nights along seven kilometers of two-way road, and fifteen kilometers of wagon roads, and during two more nights, along seven kilometers of two-way road.
- (d) Two bridges about 20 feet long were built to carry light traffic, one of the bridges requiring about 100 feet of fill in its approach.
- (e) A pile bridge, 22 feet long, was constructed, capable of carrying the heaviest traffic.
- (f) All necessary tools were furnished to the Infantry at places selected.
- (g) Maps showing engineering information were prepared and distributed, daily, when necessary.
- (h) The left half of the battlefield was salvaged by Engineers.
- (i) Two or three pumps were repaired and the water supply materially improved thereby.
- (j) Considerable material was hauled, about 500 loads of stone being hauled by the 2nd Engineer Train.
- (k) Probably 1,000 German Prisoners were fed while awaiting evacuation.
- (l) About 200 yards of roads were built for various Field Hospitals.
- (m) Electric Light Equipment of one Field Hospital was repaired and put in shape.
- (n) Two dumps of Engineer Material, captured from the Germans, were taken over, and lists made of their contents and furnished to the Chief Engineer, American Expeditionary Forces, so that the United States would get credit for the material. Later, we obtained receipts from the French for these dumps and forwarded them.
- (o) A gap was filled in the right of the fighting lines; supports and reserves were placed back of this gap and other portions of the line. Four machine guns and thousands of rounds of ammunition were taken by us from the Germans in front of us. These machine guns were then manned by Engineers and used effectively against the Germans.
- (p) Two companies were placed in the left of the fighting line, and one company in support, thereby closing a very large gap. A few prisoners were captured.
- (q) Four American machine guns were partially manned by Engineers especially detailed for this purpose.
- (r) A platoon built roads for the rapid movement of the Artillery; and at one time, believing that a counter attack was imminent, this platoon gathered together some Browning and Hotchkiss machine guns, and manned them preparatory to repulsing any dangerous break-through by the Germans.

Comments. It is believed that the 2nd Engineers were used properly in every way during this campaign. The Division Commander gave no preliminary orders requiring their employment, except a general statement to the effect that they would be employed in road work and other engineering work under the orders of the Division Engineer. As a consequence they were for seven days usefully employed in maintaining the roads back of the line, and actually maintained the roads not only for the 2nd Division, but also for the Divisions on our right and left and for the French Corps and Army Troops, all of which used our roads.

It is also well to note that in this campaign the Engineers were properly used as Infantry in emergency, that is, they were not turned over by companies or battalions to Brigade or Regimental Commanders in the beginning of the battle, as this would have resulted in their being frittered away as Infantry and helping not at all as Engineers. The Division Commander on the contrary kept them out and occupied as Engineers, and when they were needed as Infantry he ordered them to the front with a very distinct mission, viz; to stop two gaps in the line and prevent the advance of the Germans and consequently rolling up of Infantry troops to the right and left. This is considered a proper use of Engineers and it is worthy of note that the operation was successful; that the Engineers stopped the gaps; that on the right they actually attacked and advanced in order to better the positions of the line as held; and that when the situation had improved, the Engineers were withdrawn and placed in position ready for further operations.

CHAPTER VI ATTIGNY

(October 11th, 1918 to October 27th, 1918)

On October 10th, the 2nd Division was ordered to an area near Chalons, to recruit and rest preparatory to the next campaign. The 2nd Field Artillery Brigade and the 2nd Engineers were detached and ordered to join and go forward with the 36th Division, because the 36th Division had no Artillery and no Engineers. French divisions advanced on right and left of the 36th Division. In view of the fact that the regiment might feel discouraged because of being detached from its own division, the Regimental Commander decided to issue the following order in order to maintain the "Espirt de Corps" at the highest point:

HEADQUARTERS SECOND REGIMENT OF ENGINEERS American Expeditionary Forces.

11 October, 1918.

ORDERS)
No. 11)

1. The 2nd Division has moved to a new area.
2. The 2nd Engineers will temporarily do duty with the 36th Division.
3. The Regimental Commander wishes to bring to the attention of the Regiment the following facts:
 - (a) That this Regiment has shown itself capable of performing any duties required of it.

(b) That the Regimental Commander is quite pleased with the faithfulness and attention of the Regiment to duty, whether disagreeable or pleasant to the individual members of the Regiment. This is as it should be.

(c) That the Division Commander has several times personally complimented the Regimental Commander on the excellent work of the 2nd Engineers; that the French Corps Commander has personally complimented the Regimental Commander on the excellent work of the 2nd Engineers; and that the French Army Commander has mentioned its work with praise.

4. The Regimental Commander is confident that the Regiment with such an efficient record will continue efficient under any difficulties that it may encounter. Such efficiency is unusual, but it can be maintained when every man feels that he himself is responsible for the results and that he individually must perform his whole duty to the best of his ability.

W. A. MITCHELL,
Colonel, Engineers,
Commanding.



As the enemy was retreating to the North of the Aisne, our first duties consisted simply of road repairing from the Py River to the Aisne. On October 11th. we started work with two companies, namely, Companies "B" and "D," which had been in reserve in the fighting and consequently were in the best condition. Here it is only just to remark that we were beaten into St. Etienne by the French Engineers, this being the first and only time that the 2nd Engineers were not ahead of the adjacent organizations. However, it is just to Company "B" to say that it was at its work promptly, but that its reconnaissance parties had not been sufficiently far forward to show that the work at St. Etienne was more important than the work the Company was doing on the roads south of St. Etienne.

On October 12th, both Battalions were placed on the roads north and south of St. Etienne-a-Arnes for repair and maintenance. The 36th Division had followed up the retreat of the enemy sufficiently far to permit the regiment to complete practically all necessary road work south of Dricourt, including the construction of two bridges in St. Etienne-a-Arnes. That night, the regiment camped in and

near Machault. Next day the regiment was occupied with road work over a great extent of improved roads, with burial of the dead, and with special details which were sent out to locate enemy traps. Regimental Headquarters and the 2nd Battalion moved to Pauvres. Patrols were sent into Givry and Attigny, beyond our infantry front lines, to reconnoitre the bridges at these points. Both towns being occupied by the Germans in small numbers, the reconnaissances were not entirely satisfactory, but information was obtained on the canal bridge at Attigny, and the railroad bridge west of that point, both of which had been destroyed. The bridge over the railroad near Semide having been destroyed, the Corps traffic had to be diverted through that village. This was in the sector of the French division on our right, but as the French were being delayed in clearing this village, Colonel Mitchell, without orders, directed two platoons to assist them.



On October 14th, the work of burying the dead was completed by the men; the road work was continued. The French Army ordered all work stopped on the Pistes, to save men for other work, but we had already finished those Pistes in our sector.

In order to show the efficiency of the troops of the 2nd Engineers, the following is quoted from the report of Lieutenant Slade with a trap-hunting platoon:

(a) Guided several companies of the 144th Infantry to their positions; and also some machine gun companies.

(b) Picked up stragglers and forced them to go to their organizations.

(c) Patrolled the front. Selected positions of the Infantry outposts, and assisted in posting same.

(d) Found a gap of one kilometer between the 144th Infantry and the French on the left, and induced the Colonel to place some machine guns in the gap, and a system of outposts.

(e) Notified the Artillery in the vicinity concerning the front line positions of the Infantry.

(f) Also informed the Infantry Staff Officers, and marked the locations on the maps for some of them.

(g) Selected a place for the Regimental Train to park, but the Train Commander permitted his men to put the kitchens on the sky line, contrary to my advice. Consequently, they were shelled the next day.

(h) Went out ahead of the Infantry and located some of the German positions. Got first aid for some wounded, as many of the Infantry did not put on the first aid bandage.

(i) As there was no Regimental Aid Station, showed the Medical Officer where to put up one. Found Ambulance Officer who was looking for the Regimental Aid Station, showed him where it was, and showed him the best roads to evacuate the wounded.

This was regarded as unusually good work for a 2nd Lieutenant, and Lieutenant Slade was promoted to the grade of 1st Lieutenant because of this efficiency. The Commanding General of the 36th Division stated that the Lieutenants of the



2nd Engineers were the best he had ever seen. Naturally, this comment was based to a very great extent on the work of Lieutenant Slade, but it is felt that there were many other Lieutenants in the Regiment who would also have distinguished themselves under similar conditions.

Reconnaissances were made of the bridges at Givry and Attigny. These reconnaissances were not entirely satisfactory because the men had been given instructions not to unduly expose themselves. However, something had been accomplished and by October 15th the following information was reported:

(a) That the Canal Bridge at Givry had been blown up, but the ruins could be crossed by foot troops.

(b) That the river bridge at Givry was ruined beyond repair.

(c) That the locks east of Givry were about 16 feet wide.

(d) That there was a ford east of Givry, but no roads whatever leading to it, either from the north or south.

(e) That the railroad bridge west of Attigny had been destroyed, at least over the canal, and probably over the river.



(f) That the canal bridge at Attigny was destroyed, and that the gap was some 25 feet wide.

(g) Nothing more could be learned concerning the river bridge at Attigny, as no patrols had been able to cross the canal in order to see this bridge.

(h) The canal seemed to be about 40 feet wide, and 7 feet deep.

(i) The broken bridge over the river at Attigny was of masonry, being of three arches, which were reported as 25 feet each.

(k) The bridge at Givry (surely broken) was reported to be a metal truss bridge, with two spans, each about 70 feet.

From the above, it is seen that the condition of the bridge at Attigny and the amount of preliminary work which must be done to repair it was still undetermined. As our time was getting short, Colonel Mitchell, on October 18th, told Lieutenant Balch that he would take a sufficient number of men and go out and obtain the necessary information; that he would not return until he had accomplished this result; that he could take a whole company if it was evident that he would have to

fight his way to the bridge. Lieutenant Balch was especially fortunate and obtained the necessary information. Lieutenant Courture (Map Officer) also went out, independently, in order to obtain some photographs of the bridge. Although wounded through the arm, he continued on this work and obtained some good photographs, joining Lieutenant Balch near the site of the bridge and returning with him. This reconnaissance showed that the bridge was beyond repair and absolutely ruined, but that abutments were in fair condition and could be used as approaches for a new bridge.

In the meantime, the Companies were occupied in various activities. They policed the battlefield and worked on the roads as was necessary.



Bridge Built by Co E 2^d Eng's on
60cm. R.R. West of Saulces-Champenoise
Taken 24 Oct '18
PHOTO BY 2^d ENGINE

Narrow Gauge Railroads. As it was evident that some railroads must be laid over this country in order to follow up the advance beyond the Aisne River, we decided to repair the narrow gauge railway and connect up with the line supposedly being built by the French across No Man's Land, some 15 miles behind us. Companies "C" and "D" started in at once and repaired the 60 c. m. railroad. They repaired about 20 kilometers in two days, actually putting in more than two kilometers of new track, repairing two important bridges, and resetting about 30 switches and frogs. Reconnoitering parties were sent west, east and south in order to determine which way the French were coming, and the Regimental Commander made a special trip to French Army Headquarters, but the French did not connect up, due to lack of equipment. So when the regiment left the sector, a line 12 miles long, leading from and to nowhere, was turned over to the French.

Drills. As the repairing of roads and railroads and salvaging the battlefield did not occupy all of the regiment, the opportunity was seized to take up the training of the regiment. Companies were detailed by roster on the work and the others were given Infantry and Engineer drills. This work lasted for about a week and it was found that the engineering efficiency of the Regiment was materially improved.

Foot Bridges. Every day information was received that we would soon have to cross the river, and we were told that the Engineers would have to build the foot

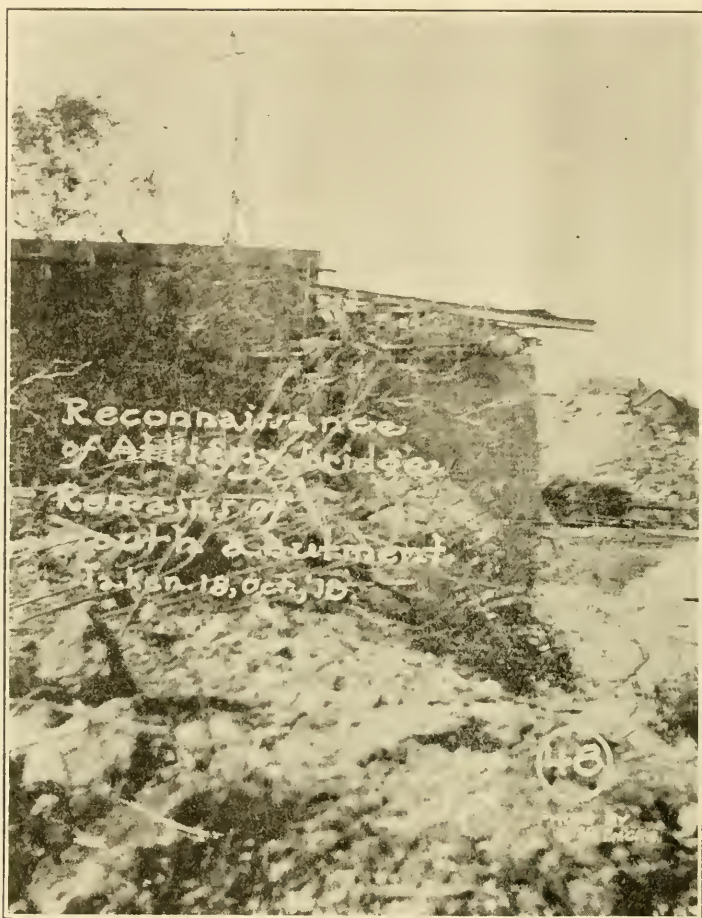
bridges under fire. It therefore became necessary to devise some kind of a way to build foot bridges under machine gun fire, a thing which had never been done before. The task was especially difficult, as both the canal and river had to be crossed. The foot bridge as finally devised was believed practicable for the crossing of one stream at a time. It is evident that no bridge can be devised which can be built under machine gun fire at a distance of 50 yards, except by surprise. In this case, the enemy could be surprised only when the bridge was built across the canal, and no bridge could be immediately built across the river. It therefore became evident that two separate operations would be necessary, and it was decided by the Regimental Commander that the infantry or engineers should gain the opposite bank by surprise foot-bridges several hours before the main operation, and that later the river would be crossed, also by surprise. It seemed probable that the Engineers would have to gain the opposite bank of the canal, as the infantry did not agree as to the impossibility of two consecutive surprises, but the operation was never undertaken, as the 36th Division and the 2nd Engineers were sent to another sector before the river was crossed.

However, the drills were of great value. After building bridges of boats, barrels, etc., by conversion, by rafts, and by various other methods, it was decided that a bridge of rafts built on the ground and launched as a complete bridge, would be the most feasible method. Rafts of a length of some 15 feet would be built and lashed together on the ground in a line perpendicular to the stream. The whole bridge would then be lifted at one time, the men running forward together and shoving the bridge across the stream. A pond was selected very similar to the position of the stream to be crossed and the two Companies selected for putting across the bridges, viz Companies "B" and "D," were drilled for several days so that the loss of time and of men would be as little as possible. These two Companies became quite expert in this work and it is rather interesting to note that Company "B" actually built a bridge in this manner across the Meuse about a month later.

Twelve foot bridges—six for the canal and six for the river—were constructed and laid out in the field near Pauvres, ready to be used in crossing. These were left there, when we left the sector.

It was also necessary to get the Artillery across. Records showed that the stream was probable fordable near the lock, about one kilometer east of Givry. However, Lieutenant Chase built a portable bridge capable of carrying Artillery; this was also left in the field at Pauvres when we left the sector.

Wonderful Record in Heavy Bridge Work. It was evident also that not only must the Infantry and Artillery get across, but likewise the trucks, tanks, etc., must get across. Company "F," under Captain Wyman, was directed to build a portable heavy bridge which could be quickly set up at Attigny in place of the broken bridge as shown by the reconnaissance of Lieutenant Balch and Lieutenant Courture. The bridge as finally designed was a trestle bridge of heavy 8" timber trestles on log cribwork. The spans were of 15 feet and each stringer consisted of two 6"-I beams with wooden pieces in between as nailing strips. Each stringer was 40 feet long and consequently covered more than two spans. The flooring and everything were gotten together, bolts were placed in position and holes were bored. While waiting for orders to cross, it was decided to erect the bridge on the ground, as this would make it possible to shorten the length of time actually to be employed in building the bridge. The results were remarkable, and it is believed that this was the best work ever done by the 2nd Engineers, although the bridge was actually erected on the ground, and never over the river.



The complete bridge, 120 feet long and capable of carrying the heaviest truck loads was set up in three hours and 15 minutes. Photographs were taken every 15 minutes and showed truly remarkable progress. On leaving this sector the bridge was left standing in the fields at Pauvres.

Captured German Property. In advance to the Aisne River, several German dumps were taken over. A great quantity of very useful supplies was found in these dumps. There were dumps at St. Etienne and southeast and south of that town, at Machault, northeast of Machault, at Mt. St. Remy, at Pauvres, and southwest of Attigny. The supplies in these dumps were listed and, when the Regiment left the sector, receipts were obtained from the French and forwarded to the Chief Engineer, American Expeditionary Forces.

Reports of the Engineering situation, Engineering material (with inventories) and on the Soixante Railways, with maps, photographs, and patrol reports, were sent in duplicate to the Commanding General, Fourth French Army, and a copy of same to the 11th Corps (French) and Division Engineer, 22nd Division (French),

all through the Commanding General, 36th Division. Also a Dossier received from the French on our right and road maps, were sent to the Division Engineer, 22nd French Division, through the Commanding General 36th Division, and a Dossier compiled by the 2nd Engineers was sent to the Division Engineer, 22nd French Division, through the 11th Corps (French).

On October 26th, Colonel Mitchell left the regiment on a mission to General Headquarters, American Expeditionary Forces and Headquarters Service of Supplies. On the same day orders were received relieving Lieut-Col. Strong from further duty with the 2nd Engineers and assigning him to command the 116th Engineers. He left immediately.

Fighting Engineers. On October 27th, the 36th Division attacked and cleared the pocket south of the Aisne River and southeast of Attigny, known as the Forest Farm pocket. Lieutenant Balch and Lieutenant Holloway, with two wire cutting



details of about 50 men each, were assigned to the 71st Brigade, and assisted in the attack of that pocket. Their work was highly efficient and very successful and they received the commendation of the Commanding General of the 36th Division. Three men were wounded in this engagement. This fighting took place on the same day that the Regiment was relieved from duty with the 36th Division; in fact, part of the regiment was actually moving to rejoin the 2nd Division at the time these wire-cutters were operating with the 36th Division. However, they were also very soon relieved and joined the regiment.

Summary of Results. The most important results accomplished by the regiment during its service with the 36th Division were as follows:

- (a) Patrols obtained the necessary data concerning the river.
- (b) Trap hunters eliminated all danger from concealed mines, etc.
- (c) Repaired and kept in shape some 30 miles of road.
- (d) Inventoried and obtained receipts for some nine captured dumps of Engineer material.
- (e) Repaired 20 kilometers of soixante railroad, involving the actual relaying of 2 kilometers.



(f) Built twelve foot bridges for crossing the canal and river, a total length of 780 feet of foot bridges.

(g) Best work of all: Built 120 feet of highway bridge, capable of bearing the heaviest road loads. While waiting the order to put this bridge in place, Company "F" was trained in quickly erecting this bridge on land, their best record being $3\frac{1}{4}$ hours.

(h) Fifty men worked as wire-cutters in a special operation by the 36th Division at Forest Farm.

Comments. In this particular campaign, the 2nd Engineers was very actively employed in many engineering duties. It is felt that this work was well performed and that at the same time the opportunity was seized for drills which were especially valuable.



However, the Regiment was very fortunate in that it was not ordered to construct foot bridges over two streams, one bridge immediately after the other, both bridges being covered by machine guns not more than 50 yards distant. The records of history show that no bridges have ever been built under accurate fire. The latest noteworthy effort was that of the northern forces at Fredericksburg, which was a great failure. However, under the system as devised by the 2nd Engineers, it was found possible to build a foot bridge across one stream, by surprise, provided the Engineers could have about ten minutes before the machine guns are turned directly on the men carrying the bridge. Otherwise, the men would simply be slaughtered and the bridge would not be built. In a problem like the one with which the regiment was confronted, namely, to build two bridges over two streams only thirty yards apart, there would have been very great losses and finally it would have been necessary to capture the opposite bank of the second



stream either with Infantry or Engineers, covered by Artillery fire, before the 2nd Bridge could have been constructed. Most probably the operation would have been carried out in two steps, namely, the surprise and crossing to the island between the canal and the river; then some hours later another surprise and another crossing to the opposite bank of the Aisne River. It is believed that the 2nd Engineers devised the only means of actually forcing such a crossing.

LOSSES AND REPLACEMENTS DURING PERIOD OCTOBER 10 TO OCTOBER 27, 1918.

	Officers	Enlisted Men	Total
Morning report of October 11, 1918.....	50	1648	1698
Loss by transfer, evacuation, etc.....	6	65	71
Gain by transfer, replacement, etc.....	3	21	24
Morning report of October 27, 1918.....	47	1604	1651

CHAPTER VII

THE ARGONNE

(October 28, 1918 to November 11, 1918)

Conditions in the Argonne had reached the point where the Americans were ready for another drive. The 2nd Division had been resting about two weeks, so General Pershing secured it from the French and called it over to the Argonne for this drive. The 2nd Field Artillery Brigade and the 2nd Engineers had not been resting, but they were called away from the 36th Division and placed without rest with the 2nd Division in order to participate in this drive. Colonel Mitchell and Lieut.-Col. Strong were not with the Regiment, so Major Steiner was in charge of the movement with the 2nd Division to the new field of battle.

On October 27th, the order to the First Army headquarters relieving the 2nd Engineers from duty with the 36th Division was received by Major Steiner at 6:45 A. M. The necessary Field Order was gotten out, and Major Steiner reported to the Commanding General of the 36th Division and members of the General Staff for any final instructions. A written request for the relief of the wire-cutting details of Companies "B" and "D" was submitted to the Commanding General in order that First Army headquarters orders might be thoroughly complied with. By indorsement thereon, the Chief of Staff stated this to be impossible at once, but they could come later, after the Forest Farm fight. Arrangements were then made with Colonel Davis, Commanding Second Field Artillery Brigade, to have trucks call at 71st Brigade Headquarters for these wire cutting details, giving full information of the arrangements made, and the Chief of Staff issued necessary instructions to assure the arrival of the wire-cutting details at Brigade Headquarters prior to the above time.

On October 28th the Engineer Train reached Les Islettes and bivouaced there at midnight. Foot troops arrived and bivouaced at Camp Cabaud at 7:00 A. M. Fifth Army order (G-3) reached Major Steiner at 11:00 A. M. directing movements of the Regiment at seventeen hours at the vicinity of Les Boullaux Bois, one kilometer west of Eclisfontaine.

Major Steiner reported to the 2nd Division Headquarters for instructions, and received a hearty welcome for the 2nd Engineers from the Division Commander and the Chief of Staff. Maps had been obtained from G-2 the night before and issued to the regiment. He obtained information on Engineer Dumps, proposed operations, available engineer assistance, water supply, roads and bridges, and on roads, bridges and water supply behind the German positions.

On October 29th Colonel Mitchell returned from the trip to the Service of Supply and General Headquarters, and stopped overnight at the office of the Department of Light Railways and Roads, at Vraincourt.

Colonel Mitchell had been especially successful in his trip to the Replacement Depot. The 2nd Engineers needed officers, and he had been to the Engineer replacement depot at Angers, in order to obtain them promptly. The C. O. of the Engineer Replacement Regiment, 116th Engineers, Colonel Olson, was especially anxious to assist; he stated that everyone in the replacement regiment was watching the work of the 2nd Engineers, and that all were anxious to join it. With Colonel Olson's permission, Colonel Mitchell selected six of his best instructors, and next day obtained orders for them from the Chief Engineer to join the 2nd

Engineers. All of them except one, actually did join the regiment in time to participate with glory in the last fight of the Division on the night before the Armistice.

On October 30th, Colonel Mitchell and Major Steiner went to Army Headquarters and saw the Chief Engineer of the Army. Returning, they stopped by Corps Headquarters and obtained a list of the water-points and of the Engineer Dumps of the Army and of the Corps, so that the usual map of engineer information could be prepared by the Map section of Regimental Headquarters.

The Problem of Battle. The conditions facing the 2nd Division were very serious. The previous campaign from September 26th to November 1st, by the American Army before the 2nd Division joined it, had shown that the Germans realized the desperate situation in which they were placed. The Americans were almost within reach of their railroad through Montmedy, and the Germans knew that if the Americans broke this railroad, they would be utterly unable to supply their troops by their single remaining line of supply through Liege, north of the forest of Ardennes. It was then a final struggle between the best German Divisions and the American Army. The 2nd Division, with the 89th on its right and the 80th on its left, was ordered to go over the top on November 1st, and break the last line of the German defense. All possible artillery was brought up, and the barrage was probably the most intense of the whole war. The engineering problem was a very serious one. From September 26th to November 1st, the Commanding General had been worried by the roads almost as much as by the Germans; in fact, from October 15th to November 1st, it had been reported necessary to stop the advance, partly because of the condition of the roads. It was raining more or less continually, and the roads were getting worse and worse; consequently practically all of the engineers were to be used on the roads, and the 2nd Engineers looked forward to hard, gruelling, wearisome days of road maintenance, without any of the joys and excitement of battle. The bridges over the river at Landres-et-St. Georges were the particularly critical points in the roads of the 2nd Division, and Colonel Mitchell ordered the Engineers to get into Landres-et-St. Georges right on the heels of the Infantry, and rebuild or repair these bridges, no matter how heavy the enemy's firing. The special details for wire cutting, traps hunters, and artillery assistants were rendered as usual.

Accordingly, October 31st, the following assignment of troops was made for the battle next day:

Company "A"; 25 men as wire-cutters; rest for road work.

Company "B"; 55 men as wire-cutters; rest for road work.

Company "C"; 22 men for tank detail; 50 trap hunters; rest for road work.

Company "D"; 25 men as wire-cutters; 200 men for artillery detail.

Company "E"; 50 men as wire-cutters; 40 men at Engineer dumps; rest for road work.

Company "F"; all men for road work.

The regiment was considerably short in personnel, owing to sickness and lack of replacements. The men on road-work details encamped in a ravine about two miles south of Landres-et-St. Georges, ready to proceed quickly to that town, and repair bridges so that there could be no possible delay.

Colonel Mitchell realized that the situation was very serious and that the regiment, having been in the front of battle for a month without any rest, needed every possible encouragement. Consequently on the afternoon of October 31st, he assembled all the officers, and called their attention to the seriousness of the

situation. They were told to seize every opportunity to rest the men; that under no circumstances were the men to be allowed to sleep on the ground if a house could possibly be secured; that no men would endeavor to seem busy purely for the effect on a General or other staff officer who came by, but that every man would be forced to work hard when he worked, and would be allowed to lie down and rest when he rested, regardless of who was in the vicinity; that every officer must be out with his men every minute, and that summary punishment would be visited upon any officer who neglected his men in any way; that constant encouragement would be given the men on every occasion by word and deed, by reference to their past records and by frequent statements to them individually and collectively of the great necessity of maintaining the roads.

It seems pertinent to remark here that the regiment kept up its record for work during the next 10 days. The Corps commander himself complimented the regimental commander on the fact that he never saw any members of the regiment loafing; and the medical records show that 10% were evacuated for sickness, brought on by exposure and constant hard work in the next 10 days.

The battle started, and we started. The men on road work followed the infantry promptly into Landres-et-St. Georges, losing 24 men on the way and later in the town. They found that the bridges in Landres-et-St. Georges had not been destroyed, and also that the bridges in St. Georges, the next town to the west, had not been broken. Consequently, the road work was considerably facilitated. Special details were sent temporarily to assist in repairing the roads for the dressing station, as ambulances were finding great difficulty in approaching the dressing station and there was considerable delay. At night, the entire regiment was assembled in Sommerance, so that they could sleep in comfort.

Next day the regiment was put to work on the roads north and south of Landres-et-St. Georges, and half of Companies "A" and "D" were sent in trucks north of Landreville and Imecourt so that they could get to work quickly. The day was spent in repairing roads, and all of the regiment was assembled at night at Landreville, except Company "E," which stayed in Landres-et-St. Georges. The roads assigned to us were not very satisfactory, because the road Landres-et-St. Georges—Landreville—Bayonville had two unusually steep places on it and the traffic could not make the pull without great difficulty, thereby causing many blocks in traffic.

On November 3, the Engineer troops continued the work of the preceding day up to noon, at which time the Corps Commander granted permission to switch to the road Landres-et-St. Georges—Remonville—Bayonville. The switch was made shortly after noon. The road Landres-et-St. Georges—Imecourt went to pieces this afternoon because another Division filled it full of trains. It is not known why they came over to our sector, but we gave them the road and they ruined it.

As the Corps Commander stated that he would make G-1 of the Corps send our supplies by "Soixante" railway to Landres-et-St. Georges, Company "E" was placed in the afternoon on the work of repairing the "Soixante" road, Landres-et-St. Georges to northeast to Andevanne. The 21st Engineers had been rather speedy on this work, and Company "E" found things in very good shape, but assisted somewhat.

On the night of November 3, the 1st Battalion and Regimental Headquarters was in Bayonville, and the 2nd Battalion and Engineer Train in Landreville.

Next day, the 2nd Battalion moved to Barricourt, and worked on the roads in that vicinity. The 89th Division's road, Remonville—Barricourt being impassable,

—they used our Bayonville—Barricourt road, and it was full of traffic all day. As a result, we decided to open up the road Bayonville—Buzancy, but started a little late, so traffic was delayed considerable during the night on this road. The road from Bayonville straight north to the main highway was kept open for south-bound traffic, especially for ambulances. A road map, with road circuits, was issued and given to all Military Police and to all men of the 2nd Engineers who were sent out as “trouble-shooters” on the night, as on previous nights.

Our expectations as to traffic were not disappointed. During the day, nearly all of the 1st, 2nd and 89th Divisions, a small portion of the 80th, and part of the corps and army troops went through Bayonville, coming from all directions and going their respective ways. It was nice to be appreciated and it was pleasant to have others know that the roads of the 2nd Engineers were being well maintained; but it was almost heart-breaking for our men to work so hard to maintain our roads, and then to see them cut to pieces by vehicles with markings strange beyond compare. The poor private of the 2nd Engineers, working in mud and rain, thought the whole Allied army was using his one poor road.

A thorough reconnaissance was made of all roads to the front and all available engineer troops were placed on the parts which required radical attention. Several tractors, including a German tractor, were impressed in the engineer service and were of material assistance in pulling trucks out of the ditches and in clearing up blocks in the traffic. In many cases, we found that the artillery of our assisting troops was not obeying orders regarding stopping on the road. It was actually stopping on the road and blocking traffic, and the only excuse given was that they did not know where to go. This was no excuse, because Corps orders stated positively that no vehicles could stop on the road for any purpose.

Master Engineer Thompson was sent on a special railroad reconnaissance in the territory of the adjacent Corps, as it was thought possible that he could learn something of value regarding the chances of building up the railroad running into Buzancy. He learned that the standard gauge railroad and the narrow gauge railroad had been so effectively destroyed that nothing could be expected of them in the immediate future. The Corps Engineer was given, as usual, the information by telephone regarding the situation, and a copy of the road map was sent him. A copy of the road map, and of Master Engineer Thompson's railroad reconnaissance, was sent to the Army Engineer.

On November 5th, the work was continued on the roads. An inspection was made of the saw-mill at the cross-roads southeast of Vaux. No attempt had been made to destroy it, and the plant was found to consist of the following:

Several sheds in good condition, with a fair sized brick house nearby.

One large steam stationary engine.

One large steam (traction) engine (used as stationary engine).

One system of transmission, with some belting in place.

One large vertical saw (to cut 26 planks at one time).

One large vertical saw (to cut 15 planks at one time).

Two carriage systems (1 for each saw).

Several circular saw blades.

Several straight saw blades.

Cant hooks and sundry tools.

Track in place, with truck.

Soixante track, in place.

Quantity of cut lumber $1\frac{1}{2}$ " to 1" thick.

Number of uncut logs.

Three log wagons, for hauling.

Two Excelsior machines.

Large quantity of Excelsior.

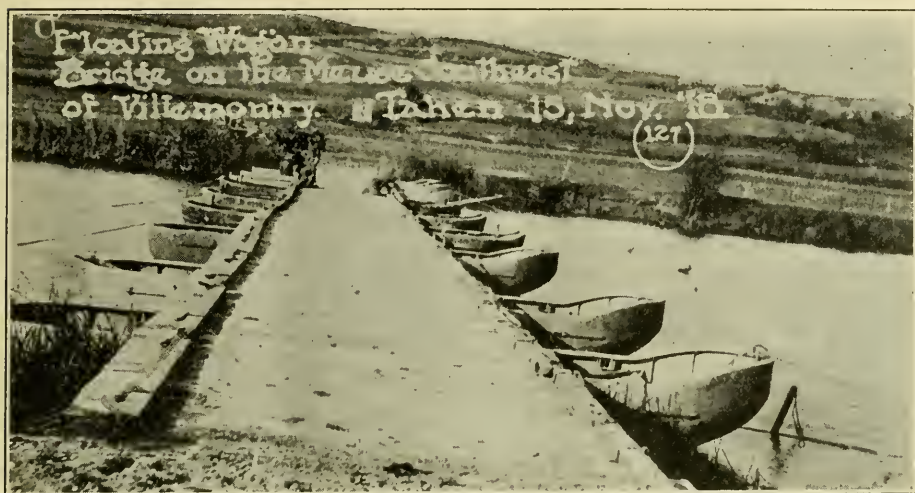
The 1st Battalion and regimental headquarters moved to Fosse on November 5th.

On November 6th, it was necessary to make more roads available so that wagons could come to the Supply Dump at Fosse, therefore a wagon road was built across country leading from North of Nouart into Fosse, and the impassable road leading southeast of Fosse was rendered fairly passable. The rest of the troops worked on the roads elsewhere.

On November 7th, orders were received to change the Divisional Area, and the Engineers were promptly started. Regimental Headquarters, Engineer Train, and the 2nd Battalion marched towards Sommauthe, and the 1st Battalion for La Bagnole. The orders were changed about 9:00 o'clock, and the 1st Battalion was stopped at the saw-mill. Regimental Headquarters and the 2nd Battalion were stopped at Buzancy, but the Engineer Train could not be stopped in time and it went to Sommauthe. Fifty men were sent this day to the Artillery to help fix up the narrow gauge railway to carry ammunition from the main road to their positions. This was considered necessary by them; but no locomotive was available, and all artillery ammunition would have to be hauled by horses. Company "F" was sent from Buzancy to Fosse to make that road passable for trucks again. The 1st Battalion continued work on the roads.

On November 7th it became evident that the Engineers would be needed up at the front line. However, it was impossible to leave the roads for any length of time, because they would immediately go to pieces. On November 8th, the 1st Battalion had Company "C" at work on the road near the saw-mill, and Companies "A" and "B" on special work preparing foot bridges to cross the Meuse river. The 2nd Battalion was also on the road work around Fosse and Buzancy. On November 9th, Company "F" worked on the road to Fosse, "C" Company at the saw-mill, while "D" and "E" moved to Sommauthe with regimental headquarters. On November 10th, "D" Company had stopped road work in order to get ready some bridges to cross the Meuse, but the remainder of the 2nd Battalion continued on the roads. By the night of November 10th, the road workers were rather tired. For 10 weary days in mud and rain, they had been plugging away on it without rest; but the officers had almost always been able to give them hot meals, and they had slept nearly every night in houses; consequently they were not entirely worn out and were still ready for more work when the Armistice came.

Fighting Engineers. On November 7th, it became evident that the 2nd Division was to cross the Meuse. This involved building foot bridges under fire, and ponton bridges for the trucks. After much consideration of the circumstances it was decided to build 2 foot bridges north of Letanne and two more foot bridges north of Mouzon. It was also decided to build a ponton bridge near Letanne and a heavy wagon bridge near Mouzon. All of these bridges were not built, but the necessary preparations were made. The Corps Engineer, 5th Corps, provided from his stock enough proper standard trestle bridge material for the heavy bridge at Mouzon. This was delivered at Yoncq, but the parts did not fit very well, so Company "D" spent all of November 10th erecting this bridge on land at Yoncq and fitting the parts. Incidentally as the Armistice came the next day, this standard bridge material was left at Yoncq, this being the third heavy bridge prepared by the 2nd Engineers for crossing rivers and left on the ground about 4 miles away from the river, because it was never needed. One bridge was left about 4 miles south of



Thiaucourt, another was left in the field at Pauvres about 4 miles southwest of Attigny, and the 3rd bridge was left at Yoncq about 4 miles southwest of Mouzon.

The ponton material did not arrive on time, but did arrive on November 11th and 12th, and the 2nd Engineers built the ponton bridge near Villmontray after the Armistice.

The Corps Engineer furnished us 280 feet of Lampert foot bridge on November 8th; this was unloaded on the highway three miles east of Buzancy. Ten wagons were sent from south from the Engineer train over the fields from Sommauthe to Buzancy, as traffic over the road was all going north and there was no other way available. These wagons were loaded with the Lampert bridge material and were just starting for Beaumont, when orders were received not to build the bridge that night. Therefore, the wagons were sent to Buzancy. At 6:00 o'clock, Colonel Mitchell decided to send the bridge to Beaumont anyhow; therefore, the wagons were started for Beaumont, and reached the saw-mill at 1:00 A. M. on the 9th. The drivers were relieved and allowed to sleep until 6:30 A. M. The mules were groomed, fed, and hitched by other men at the saw-mill and at 7:00 A. M. the bridges continued to Beaumont.

However, Captain Rossell in Beaumont had already prepared some raft foot bridges; so these Lampert foot bridges were sent on to Yoncq, and on the night of November 10th were sent down with men from Companies "B" and "D" to put them across north of Mouzon. The bridges were not put across the night of November 10th, and it was reported to the Regimental Commander that the men could not face the barrage. The next day about noon the regimental commander visited the location selected for the foot bridges, and came to the conclusion that it was rather fortunate for all concerned that the bridge was not put across, because a German machine-gun nest was found on the bank about 100 yards east of the selected location, and it is probable that troops crossing would have been slaughtered unmercifully, if the bridge had been laid. However, in order to determine if the Engineers were to blame, he immediately ordered Major Steiner, Major Hetrick and Captain Wyche to investigate the cause of the failure and report to him. They submitted a written report which showed that the Engineers had three times

traversed the German barrage and that the Engineers were not to blame for the failure to cross. The matter was brought to the attention of the Division Engineer, who stated that the Brigade Commander had told him the Engineers were not to blame for the failure to lay the bridges and that no further investigation would be necessary.

Remarkable Foot Bridge under Fire. Meanwhile other men of the 2nd Engineers had actually built foot bridges under machine gun fire northeast of Beaumont. On November 8th, we were told to prepare foot bridges. So Companies "A" and "B" built in Beaumont two foot bridges of the raft type from the material at the saw-mill, and from German barracks at Beaumont. This work was completed on November 9th. The rafts were modeled on the plan of the rafts which we devised during our drills at Attigny about a month before, and it was especially fortunate for us that we had been given these drills, because otherwise we would never have crossed the river Meuse. Company "B" was selected because it had been especially drilled at Attigny in building these rafts. For details of the rafts, see appendix 8.

On the night of November 10th, Company "A," under command of Lieutenant Wall, and Company "B," under command of Captain Chrisman were detailed to construct those two foot bridges across the Meuse River, about six kilometers south of Mouzon, France.

Two companies of the 9th Infantry were detailed to assist in throwing the bridges across the river.

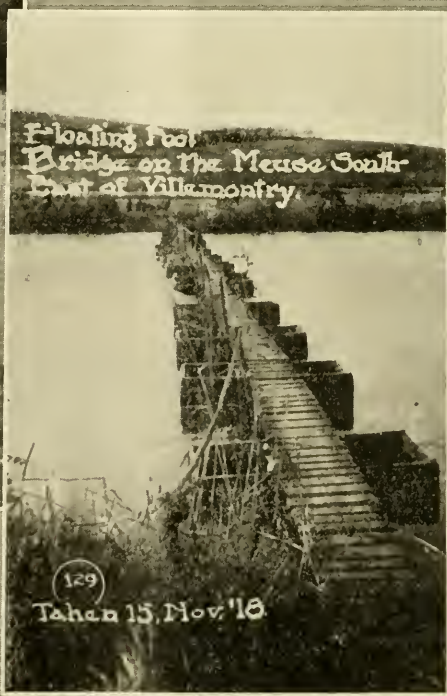
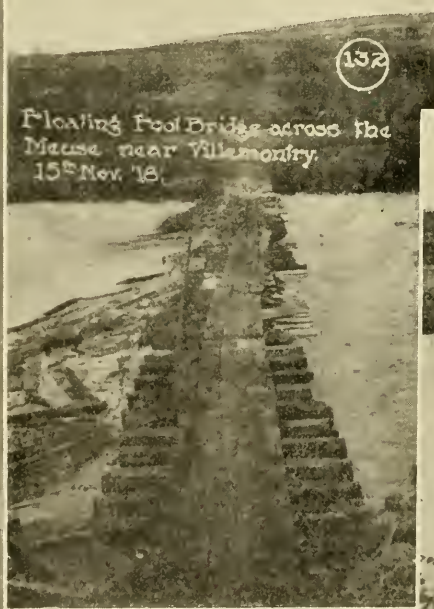
Sections of the bridges had been constructed in Beaumont, approximately six kilometers south of the site chosen for the bridges to cross. These sections were constructed in 12 foot lengths and were six feet in width, containing about 25 cubic feet of lumber. (For design see appendix 8).

These sections were loaded in wagons, four sections to a wagon, and hauled to within 150 yards of the river bank where they were unloaded. The enemy held the East Bank of the river and was prevented from locating us by the barrage which started as we unloaded the sections and by the very dense fog which covered the valley and prevented us from being utterly annihilated. The fog was so dense that flares were hardly visible at 100 yards distance and so uncertain were the enemy of our exact location that flares fired by the enemy fell on the men at work on our side of the river and yet they could not be seen by the enemy from the other side.

From the place of unloading, the sections were skidded across a double track railroad embankment, about six feet high, which was lined with underbrush, thence along a low bottom land to the river's edge where they were assembled.

Enemy machine-gun patrol came up the opposite side of the river; the enemy also had six machine gun nests in the woods about 300 yards from the river, and they all began shooting. All, however, fired too high, probably because they knew the location of the road, and supposed that material was being unloaded there, when as a matter of fact, the material had been unloaded and the road was practically clear. The men were lashing the rafts near the river bank while a continuous stream of machine-gun bullets was striking the road on the side of the ridge above them. The bridges were assembled on the bank about 200 yards apart. The rafts were placed end to end, so that each bridge was on the bank perpendicular to the river, and a double column of men were crouched alongside the 180 feet of each bridge. Very fortunately for us the enemy never turned his machine-guns on these two columns of men, as he could have absolutely destroyed the two bridge





details in five minutes. At the word of command, our men raised the bridge on their shoulders, and marched forward with it to the river bank. One man held the guy rope attached to the end, to keep the current from carrying it down stream. As the bridge was pushed into the river, the men turned to the right and left, and the bridge was pushed across by the men in rear coming forward with the remainder of the bridge. A lashing broke on the bridge being launched by Company "B," but Sergeant Marshall ran out on the bridge and lashed it together and the bridge continued across the river. Company "A's" bridge was shoved across in 7 minutes, and Company "B's" in 11 minutes.

The Engineers had established guides to the bridges from the road via a handy ravine which ran from the road halfway down to the bridges; consequently when the Marines arrived, just as the bridges were completed, they were guided to the bridges via the ravine without any unnecessary exposure to fire. When the bridge of Company "B" struck the opposite bank, the enemy machine-gun patrol discovered the bridge and turned the machine-gun on the bridge, so that it was impossible to cross. The column of Marines was held up until the other column of Marines crossed on the "A" Company bridge and came down the river and destroyed the German machine-gun patrol.

A detachment of men was left with each bridge to keep it in repair and were kept busy, for before daylight each bridge had received a direct hit by enemy artillery, but the damages were rapidly repaired by these detachments.

The two companies of the 9th Infantry which assisted in launching the bridges suffered heavy casualties, as they were caught in the enemy barrage as they were going back after their work was completed.

The Corps Commander wrote us a special letter of commendation for constructing these two foot bridges, and the Division Commander published the following order:

France, November 12, 1918.

ORDER:

1. On the night of November 10th, heroic deeds were done by heroic men. In the face of a heavy artillery and withering machine gun fire, the 2nd Engineers threw two foot bridges across the Meuse and the first and second battalions of the 5th Marines crossed resolutely and unflinchingly to the east bank and carried out their mission.

2. In the last battle of the war, as in all others in which this Division has participated, it enforced its will on the enemy.

JOHN A. LEJEUNE,
Major General, U. S. M. C.
Commanding.

Summary of Results. (a) Roads were maintained for the 2nd Division, and at times for three other divisions, and for the 5th Corps and part of the Army. Owing to the bad weather and the poor roads given to the 2nd Division, the Regiment could not maintain the roads as well as desired, but ammunition and supplies were gotten to the troops.

(b) The Engineer troops went into Landres-et-St. Georges with the reserves of the front line, and succeeded in clearing the way so that there was no delay for the Artillery or for the supplies.

(c) A special detail was furnished to the Artillery to clear up the way for

it and accompany it. As this detail diminished because of the arduous work and sickness of the men, it was relieved by other details throughout the campaign. In addition to clearing roads, the detail for the Artillery built two miles of 60 c. m. track to haul Artillery Ammunition; and incidentally a few of our men helped the Artillery in emergency at their guns.

(d) We built two foot-bridges over the Meuse river and launched them across the river in 7 and 11 minutes; this is a record. The Marine Brigade crossed on these bridges and the Engineers maintained them during the whole of the very heavy barrage, two shells of which actually hit the bridges.

Comments. No special comments seem necessary, except to call special attention to the fact that the 2nd Engineers built two foot-bridges 168 feet long in 7 and 11 minutes across a deep and unfordable river under fire by the enemy machine-guns. Fortunately the bridges were constructed so quietly that the enemy machine-guns did not locate the platoons building the bridges. It is impossible to build a bridge of any kind under active and sustained machine-gun fire. The 2nd Engineers were particularly fortunate in that they had been drilled in exactly these operations only three weeks before, while waiting for orders to cross the river Aisne at Attigny. This regiment had been in the service in France for over a year, but had never had any opportunity for drill in crossing a stream until the short drill for crossing the river at Attigny. If this drill had not been given the regiment, it would never have been able to build the bridges at Beaumont.

The regiment secured a quick start in its road work, by sending its road troops into Landres-et-St. Georges with the Infantry. In fact, it is thought that by this means the regiment was about one day ahead of troops in other divisions, and it is believed that the 24 men lost by the Engineers in getting into the town with the Infantry were more than compensated for by the fact that we repaired the roads, and kept up with the Infantry, much better than is generally expected of Engineers.

LOSSES AND REPLACEMENTS DURING PERIOD OCTOBER 27 TO NOVEMBER 11, 1918.

	Officers	Enlisted Men	Total
Morning report of October 28, 1918.....	47	1604	1651
Lost by transfer, evacuation, etc.....	2	219	221
Gain by transfer, replacement, etc.....	7	64	71
Morning report of November 11, 1918.....	52	1449	1501

CHAPTER VIII

FROM THE MEUSE TO THE RHINE

(November 12, 1918 to December 19, 1918)

Bridge at Pouilly. Although the armistice had come, the necessity of crossing the Meuse River with heavy artillery and trucks still required considerable work from the Engineers. On November 13, a heavy wagon bridge was started by us east of Letanne. While the 2nd Engineers was also engaged in various work about Beaumont, orders were received from the Corps Commander to rebuild a wooden bridge that had been destroyed by the enemy over the Meuse river at Pouilly. The 1st Battalion and a detachment of ninety men from the 2nd Battalion were at once ordered to the place.



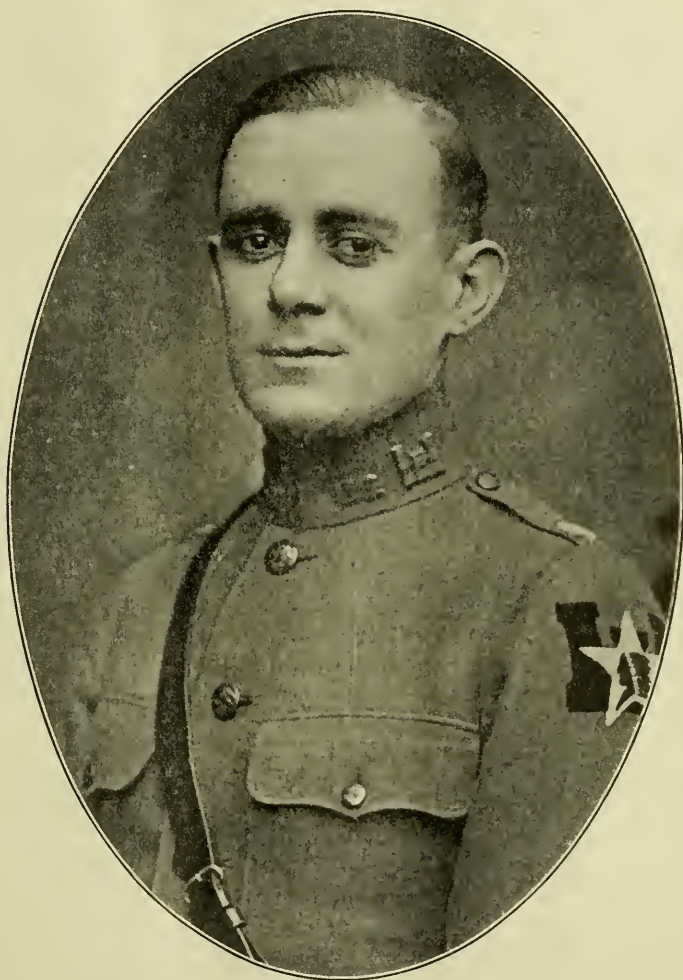
This bridge was in the section of the division on our right, but its Engineers were unable to build the bridge in the time required and also do their other necessary work, so the 2nd Engineers was hurried over to attend to it. Our troops were on the bridge at 1:00 P. M. on the 13th and the work was at once divided up. The bridge consisted of three parts, viz., a short bridge across the canal 30 feet long, a bridge across the river 186 feet long, and a bridge across the mill-race 40 feet long. Company "A" under Lieutenant Wall was given the canal and the flooring of the 186 foot bridge. Company "B" under Captain Rossell was given the stringers of the 186 foot bridge. Company "C" under Captain Smith was given the mill-race and the road through the mill itself, involving two holes through the walls of the mill building. Captain Wyman, with his special carpenter detachments, was given the work of constructing the trestles. This was a hurry-up job and work had to continue day and night without cessation. Large fires were built along the bank, as German aviators were no longer dangerous. We used two complete detachments, that is, twice as many as could work on the bridge at one time. The work continued day and night, each detachment working eight hours, sleeping seven and eating one. The Regimental Commander slept on the bridge, the other officers slept whenever they could, except that Captain Wyman did not sleep at all for the first 36 hours but remained there until his work was completed. There was little material at hand with which to work, so detachments were sent out looking for material. Some material was found at a saw mill two kilometers west of Pouilly and some floated down the river from above, but most of the material was salvaged from a building that was under construction in Pouilly. The bridge was completed as a one-way bridge for heavy traffic in twenty-four hours and the whole bridge was completed for two-way heavy traffic in forty-eight hours. (For further details see Appendix 9).

On November 14, the Corps Commander also directed that a bridge be built at Villemontry, and Major Hetrick was given trucks to obtain ponton equipment. After traveling half the night, and having little success, he managed by daylight to find some ponton boats in various places, and get them to Villemontry by 3:30 P. M. The bridge was finished by 5:00 o'clock by Company "D," which had never built a ponton bridge before.

The work of reorganizing the Regiment was continued. The Personnel Section was ordered to Beaumont. The bath house and electric light plant which had been repaired and put in operation the day before, was maintained for the full benefit of the whole division.

Orders for the march to the Rhine found the 2nd Engineers unprepared, as was practically every other regiment, simply because the campaign had left us in very bad shape. We received some new equipment and did the best we could with our old equipment. However, the 2nd Engineers did not look like victors when they started for the Rhine. One truck had been temporarily taken apart in order to get the others in shape and it was left behind; but even so, the truck train as it finally started consisted of three trucks being towed by five trucks. Also, only three motorcycles were moving under their own power while six were carried on the trucks. However, at the end of about three days all of the trucks and motorcycles except one of each were moving under their own power, thanks to the very energetic work of the motor detachment.

During the march to the Rhine the Third Army was most fortunate in having favorable weather conditions. The roads which had to be traversed during the first few days had been allowed to deteriorate and were in bad condition. Had it been rainy, these roads would have been very troublesome.



LT. COLONEL WM. E. R. COVELL
Corps of Engineers

The conditions of the Armistice did not allow engineer reconnaissance to be pushed far in advance of the march, which prevented the 2nd Engineers from getting as much advance information on roads as was desired. Advantage was taken of every opportunity to send forward patrols, and the roads to be followed by the marching columns were posted by the Engineers.

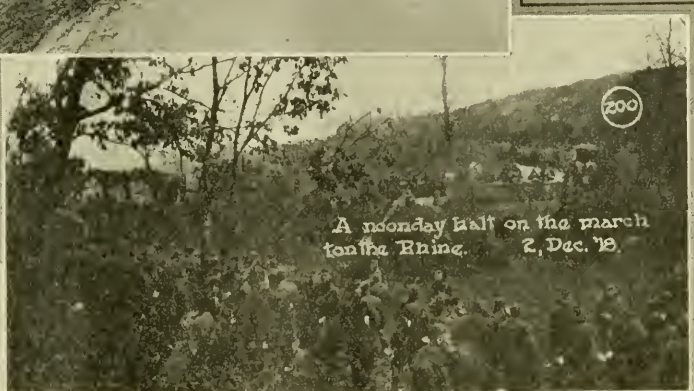
Upon entering into Germany an Administrative Bulletin from the Army required that surveys be made of the local public utilities in each town. This information was carefully collected as we passed through the towns along the line of march, in order to be of use to the troops which should come after us. In the larger towns, details were left to see that the Germans operated their public utilities properly.

During the early stages of the march considerable supplies of engineer material were found in dumps behind the "Boche" lines. The contents of these dumps were listed and reported to the Chief Engineer of the Army.

On the morning of November 17, the 2nd Division started its hike to the Rhine in two advance columns—the 3rd Brigade on the right crossing the Meuse at Stenay, and the 4th Brigade on the left, crossing at Pouilly. Throughout the advance, two Companies of the 2nd Engineers were maintained with the advance guard. Company "A," with the right column and Company "B" with the left column performed these duties from the Meuse to the border between Luxemburg and Germany, when they were relieved by Companies "C" and "D" respectively. The remaining companies of the regiment, less certain detachments, marched with the reserve column of the Division.

The march of the 2nd Engineers to the Rhine was unmarred by "trouble-shooting" and screaming shells, and with one exception, its favorite pastime of "mud-scraping" failed to present itself, due to the very favorable weather. Every effort was made to maintain the highest march discipline, both with the troops and with the transportation, and these efforts were rewarded by numerous compliments, those of the Division Commander, the Corps Commander, the Division Inspector and the inspector from General Headquarters being especially commendatory. The character of the country was rugged. The hills were high and had very steep, wooded slopes. At several places along the route, one could look almost directly over his head and see ancient castles, almost toppling upon him.

With one exception, when the regiment rested a week on the border of Luxemburg, it moved almost every day until it reached the Rhine on December 10th. On the night of November 17, the first stop of the hike was made at Chauvency-le-Chateau, near Stenay, but the march was resumed the next day. On this day, the Regiment crossed the French border into Belgium, and the sight which greeted the eyes of the victorious troops—especially those of the advance guard—would touch the heart of any veteran, except he be made of clay. A country set free was proclaiming its joy. At each village, the column of marching troops was met by an improvised brass band, and the mayor of the town would rush out and ask the leading man for permission to entertain the liberators with a banquet that night. Groups of singing children, with flags and drums, would march at the heads of the columns from one town to another. Flags floated from every flag-staff and hung from every window. The Belgian flag predominated, but there were many French, British and American colors. Where they came from no one knew, but it was certain that the American flags were hand made, and very quickly done without a pattern. There were large flages and small flags and flags with wide stripes and flags with narrow stripes, flags with one star, two stars, many stars; none of the natives seemed to remember exactly how the Aemrican flag was made, but there was a common idea that it had stars and it had stripes.



The second stop was made at Dampicourt, Belgium, where the regiment stayed two days for rest and readjustment. At this place, Col. William A. Mitchell was relieved from the command of the regiment, and assigned to duty as Corps Engineer of the VIIIth Corps. Before leaving, Colonel Mitchell published the following order:

ORDER NO. 19:

1. I have been relieved from duty with the 2nd Engineers and assigned to duty as Corps Engineer. Before leaving the regiment, I wish to express my appreciation of the untiring energy, unquestioned bravery, unusual intelligence, and unswerving loyalty exhibited by practically all members of the regiment during the time that I have been connected with it.

2. As a result of the efficiency of this regiment, the regiment and myself have been decorated with the Croix de Guerre, which is a decoration rarely given to a whole regiment. Likewise, it is well to note that the reputation of the regiment is not surpassed and is probably not equalled by that of any Engineer Regiment in the whole American Army.

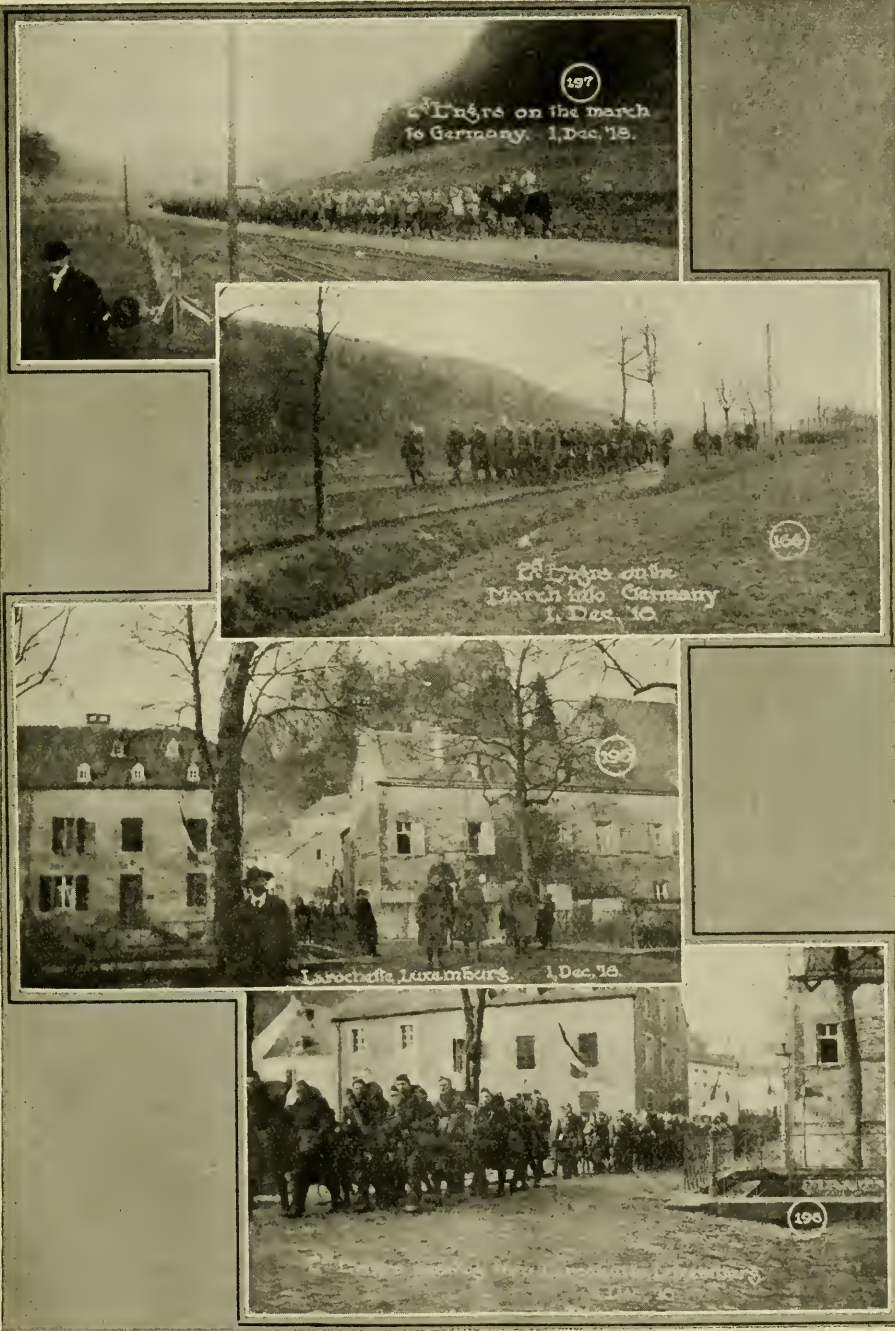
3. During six campaigns, the regiment has always done its duty, and more than its duty. It finally wound up this glorious record by what I consider its best work; namely, launching two foot bridges over the Meuse River in the record time of 7 minutes, and building a strong high bridge 186 feet long in 48 hours at Pouilly.

4. Every member of the 2nd Engineers can feel justly proud of his Regiment, and I regret very much that the requirements of the service separate me from it.

W. A. MITCHELL
Colonel, Engineers.

The command then passed to Lieut.-Col. William E. R. Covell, who had joined the regiment on November 14th. On the night of November 20th, Regimental Headquarters stayed in Meix-le-Tige, Belgium, the 21st, in Hobscheid, Luxemburg, and the 22nd, in Reckingen, also in Luxemburg. A rest of one week, from November 23rd to 30th was had at Rollingen, about fifteen kilometers north of the city of Luxemburg, during which time the regiment spent Thanksgiving. It was also at this place that the regiment received its highest compliment. The Regimental Colors were decorated with their first Croix-de-Guerre by General John A. Lejeune, the Division Commander, for the Regiment's participation in the Aisne-Marne offensive of July 18th-19th, 1918.

On the morning of December 1st, the hike was resumed and the regiment crossed the Sauer River at Wallendorf into Germany. That night it stayed in Geichlingen and the next in Oberweiler. The German border towns furnished very poor billets, and in many instances, the men had to sleep in hay lofts, and on the floors of the dwellings. The rooms were always very small and never well ventilated, which meant that each man had to have his full allowance of space. This necessitated a thorough examination of every room in every house by the billeting parties. The third stop in Germany was at Schonecken, where the regiment stayed three days. The nights of the 6th, 7th, 8th and 9th were spent in Gerolstein, Dreis, Leimbach and Ahrweiler, respectively, and on the 10th of December, the 2nd Engineers first saw the Rhine. From the 10th to the 13th, the regiment lived in Remagen-on-the-Rhine, and on the 14th, crossed the Rhine on the large steel bridge at Remagen, which was built by Allied Prisoners of War.



That day, the longest days' march—36 kilometers— was made, up the river to Bendorf-on-the-Rhine, where the regiment stayed four days. On December 17th, it moved to Heddesdorf and on the 20th settled down in Engers-on-the-Rhine, for the longest stay in one place since the regiment arrived in Europe.

LOSSES AND REPLACEMENTS DURING THE PERIOD NOVEMBER 11 TO DECEMBER 19, 1918.

	Officers	Enlisted Men	Total
Morning Report of November 12, 1918.....	52	1449	1501
Losses by transfer, evacuation, etc.....	12	150	162
Gains by transfer, replacements, etc.....	14	287	301
Morning Report of December 19, 1918—..	54	1586	1640

CHAPTER IX

THE WATCH ON THE RHINE

(December 20, 1918 to June 28, 1919)

Engers. For its stay in Germany, the Second Engineers was given the small town of Engers-on-the-Rhine—6 kilometers up the river from Division Headquarters in Heddesdorf, and 11 kilometers down the river from Coblenz. Engers has a population of about 3000 inhabitants; it is a manufacturing town with several factories, foundries, smelters and brick yards. It is the home of the Concordia Hütte, a large steel plant employing over 2000 people. This plant, which during the war turned out several thousand shells a day, is now busily employed in making car wheels, stoves and miscellaneous steel castings. It is interesting to note how its industries are co-related. Thus; it makes its own coke, and the gas made by the same operation furnishes the city of Coblenz with more than half its supply; the coke is used in the smelter; the slag from the smelter is utilized to make a slag cement.

The inhabitants of this little town are subdued and quite inoffensive. They seem resigned to the American occupation, particularly as it ensures them the tranquillity which does not exist in other parts of Germany, and because they share in the distribution of American food. The soldiers were made very comfortable—about half sleeping in beds and the other half having good quarters with bunks. All the companies had individual mess halls with seating arrangements, and most of the companies had their own china. The sergeants have separate messes.

Reconnaissance. Among the first duties required of the regiment was that of making a thorough reconnaissance of the entire 2nd Division area. This area is shown on the attached map, both as it existed while the 32nd Division was in the Army of Occupation and after the latter's departure. Existing maps were checked up and all roads were carefully examined. The roads in the area were found to be in very good condition and required very little attention at first. After our heavy truck traffic had begun to have its effect, the problem was a more difficult one. The work of road maintenance was performed chiefly by the Germans themselves, under the supervision of American officers and non-commissioned officers. The American policy from the start in accordance with the conditions of the



Armistice, was to "Make the Boche do it." Thus the road work was handled through the German civilian officials, the road inspectors and road masters, but with the close supervision of our own organization. Labor was not difficult to secure, as there were a number of discharged German soldiers idle in the area. American trucks, and also some German trucks taken over by the Americans, were used in hauling material, since the Germans had little or no transportation.

Instructions from the Army called for the early selection and laying out of a defensive position, involving several successive lines. These lines were arranged to be occupied in the highly improbable case of an advance by the German Army. Their selection and laying out, however, furnished an exercise in fortifications that was of value and interest. Other plans, of more vital significance, provided for a further advance into Germany in case operations should be resumed.

While the regiment was located in Engers, Col. Stuart C. Godfrey was assigned to its command, being transferred from Third Army Headquarters on April 17th. Lient.-Col. Wm. E. R. Covell, who had commanded the regiment since November 20, 1918, was transferred to the Division Staff shortly afterwards.

Engineer Work. The American Army believed in making its soldiers comfortable. The billets in the occupied territory, while better than what the men had previously occupied, still left much to be desired. An elaborate construction program was laid out, and this soon became the main activity of the regiment. This construction work, instead of being handled by the companies, was gradually pooled and placed under a central regimental office directed by Major Theodore Wyman, Jr. The principal demands were for mess halls and barracks. The Chief Engineer of the Third Army had made provisions for such demands as far as possible; his office secured by purchases from the Germans and through the S. O. S. several hundred portable barracks, and, best of all, placed in circulation funds which enabled each Division Engineer to make necessary purchases for his own division. With the cordial support of the Chief Engineer of the Army and Corps, this construction work was vigorously pushed. During the spring months about 600 engineer soldiers and equal number of line troops were engaged daily on this work. By the end of May the following structures had been erected:

Seventy-four Mess halls, with a total capacity of 20,900 men.

Seventy-four Mess halls, with a total capacity of 20,900 men.

Forty-one Stables, to care for 3,200 animals.

Three Dipping vats.

Forty-one Miscellaneous buildings.

Twenty Elephant shelters.

A grand stand seating 5,300 people.

A delousing plant.

Fifteen thousand Wooden bunks.

About two and one-half million board feet of lumber were employed in this construction in addition to the portable barracks furnished, and about two and one-half million marks were expended by the Division.

Public Utilities. An important duty of the Engineers in the Occupied area was to supervise the German Public Utilities. Every power plant required careful oversight by the American authorities. Demands for additional lighting facilities for American troops were heavy, and were carefully checked in order not to over-tax existing circuits. This problem was complicated during the winter by the shortage of coal, which at one time threatened to be serious. Under the rules imposed by the Army of Occupation, the principal problems of this character were



COLONEL STUART C. GODFREY
Corps of Engineers

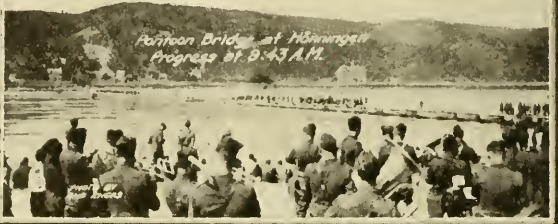


taken care of by the Chief Engineer Third Army. The Division Engineers, however, exercised local supervision of the towns in their areas. With the long daylight hours of spring and summer the question of lighting became less troublesome, but the question of water supply assumed increasing importance. During the dry summer months, existing water supply systems were in several cases inadequate to take care of the double population of Americans and Germans. Measures had to be enforced for conserving the available water, and in some cases new installations were authorized and carried out.

Roads. During the spring thaws the road problem had assumed an increasing importance. As the work carried on by the local German authorities was not entirely satisfactory, the performance of the work was to a considerable extent taken out of their hands and was performed largely by German laborers employed directly under our own supervising officers. The problem of securing labor was made easier by the authority secured from the Army to give these laborers an American ration as a part of their wage. After the departure of the 32nd Division, in April, had resulted in increasing the area assigned to the 2nd Division, this regiment inherited some roads located in broken and hilly country and much more difficult to maintain than the old ones in its old area close to the Rhine. During May, when the road work was at its maximum development, over 900 Germans were employed in this area, 4 steam rollers were at work and about 40 trucks were used in hauling metal from the railheads and quarries.

Military Duties. During the spring, little drilling could be accomplished, due to the heavy demands of construction work, and the many details on special duty. Each morning at reveille, a half hours infantry drill was prescribed for each company. Reviews and ceremonies were held at fairly frequent intervals. Notable among the Division Reviews were two by General Pershing and one by Secretary Daniels; and (for the regiment alone) a review by General Langfitt, Chief Engineer, A.E.F. Upon each of these occasions decorations were presented by the reviewing officer. General Pershing decorated the Colors of the regiment with eight battle ribbons. There were numerous other ceremonies for the presentation of individual medals. Target practice was begun early in the spring and competitions were held for the selection of rifle and pistol teams to enter in the competitions at Le Mans, France. The teams which represented the regiment made splendid records and assisted very materially in winning this meet, and also the later competition at Wehr, Germany, for the 2nd Division. The target practice for the regiment as a whole was continued, under difficulties, through May and June, about 35% of the regiment qualifying as Marksmen or better.

Schools. On May 12th, a detachment of 200 men from "D" and "F" Companies was sent to the Corps Ponton School at Honningen. This school had been established by the Chief Engineer of the III Corps, and had been operated by the Corps Engineer Regiment, who had thrown one bridge entirely across the Rhine. The 2nd Engineers, after a 10 day period of training and with the assistance of 200 additional men, sent there 3 days previously, bridged the Rhine on May 25th. This bridge, which contained 95 bays and was 1440 feet long, was completed in 58½ minutes. The current of the river at this point is about 4½ miles an hour. The bridge was built from both ends by the method of successive pontons, using the German one-piece steel boats, which were taken over from the Germans in this vicinity. The bridge was thoroughly completed and was crossed in both directions by "B" Battery of the 12th Field Artillery.





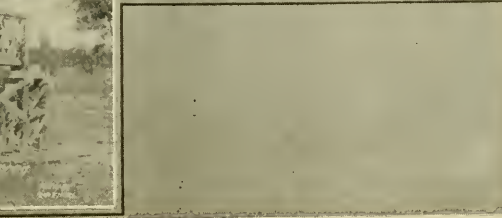
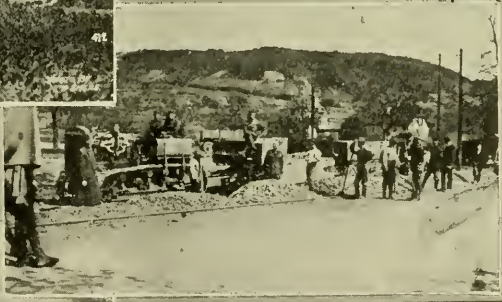
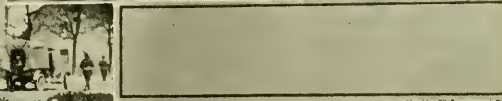
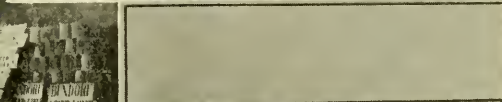
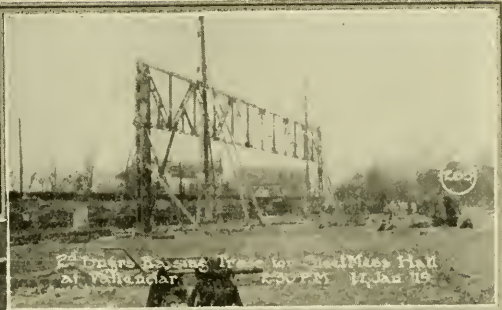
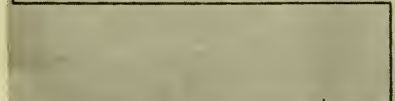
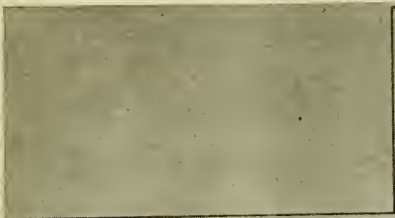
In accordance with the plan of educational instruction throughout the Army, the Division Engineer School was organized under the supervision of the 2nd Engineers, and included courses in the following: Carpentry, Surveying, Road Construction, Photography, Mechanical drawing, Lithography, Painting. This school was attended by an average of 150 men who showed a very intelligent interest in the work. All courses were practical in scope and the maps, signs, buildings, roads and drawings which the students themselves produced were not only of value for instruction, but served a useful purpose in the Division. The class was organized as an infantry company and was given a certain amount of drill each day.

Welfare Activities. Welfare activities in the Third Army played a prominent part in adding to the pleasure and contentment of the men. Shows were provided almost nightly in the local theater. The Y. M. C. A. provided an attractive assembly room, a well assorted library, canteen and dance hall, where two dances a week are given and well attended. The K. of C. established a very pleasant garden on the Rhine, where refreshments were served and frequent concerts are given. Athletics were encouraged and results were very favorable. The Regimental Track Team was the winner in the Divisional meet. The Regimental Ball Team, which was a member of the Division Major League, was one of the best in the Division. Each company, Headquarters Detachment, the Engineer Train, the Band and the R. S. O. also had ball teams which formed a Regimental League. The baseball field in ENGERS was one of the best in the Bridgehead, and was named the "General McIndoe Field," in memory of the Regiment's former commander.

Engineer Training. After June 1st, with the completion of the authorized construction program, the Regiment was able to devote some time to engineer drills. Company "B" completed a suspension bridge. Company "A" erected two piers of heavy frame construction, and put in place two 3-ton 40-foot lattice girders, designed to take a load of a 30-ton tank. Some interesting road work was commenced, which was to involve the construction of several short stretches illustrating the various types of roads used in civil practice. This road work and the carpentry work involved in the bridges was utilized for the instruction not only of the Regiment, but also of the students of the Division Engineer School. These engineering drills, and the target practice that was going on simultaneously, were suddenly interrupted in the middle of June by orders to move forward.

Preparations for the Further Advance Into Germany. Several weeks before the culmination of the peace negotiations the Second Division was informed of what its mission would be in case the Allied Forces should advance further into Germany. This permitted the preparations for this advance of eighty kilometers to be carefully studied and worked out. The following were the principal plans made by this Regiment:

Roads. The Second Division required two roads for the advance of its two brigade columns. The axial road assigned the Division was unquestionably a good one, as the maps clearly showed. This road was also to be traversed by the First Division. For the second road, it was by no means clear from the best available maps, what roads would be chosen from the net-work of second and third-class roads in the Second Division area of advance. The Engineers, by making reconnaissance as far to the front as the conditions of the Armistice permitted, assisted in the tentative selection of these routes. In addition, several hundred arrows were lithographed to be used in posting these roads during the advance.



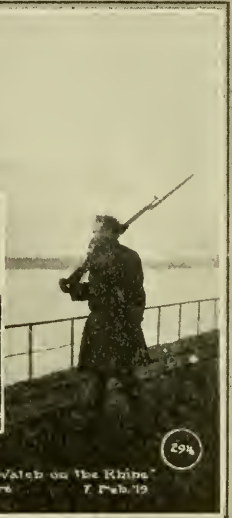
Railroads. The railroads had little significance for the Second Division Engineers, since the only railroad of any tactical importance lay in the zone of operations of the First Division, and its Engineers were charged with the proper functioning of the same. Some plans were made in connection with the seizure of a short section of railroad, a branch of the main line, that lay to the immediate front.

Reconnaissance. The plan of advance contemplated that the Second Division should follow the First Division and the Second French Cavalry Division. However, it seemed quite probable that after the first day's advance on foot, the same trucks that were used to transport the First Division might be available for the advance of the Second Division, at a more rapid rate, through and beyond the cavalry. It was not deemed advisable, then, to depend solely upon the French for the reconnaissance to the front. In order to be prepared for this situation, an engineer reconnaissance section was organized, consisting of ten of the best trained men in the Regiment. This section was "mounted," not on horses, but on motorcycle side-cars. They were given special instruction in the kind of report desired, and practice in operating in this way. Blank forms for these reports were prepared, and outline maps lithographed to designate the routes; locations were given by co-ordinates. As a result of these provisions, it was expected to cover the entire 80 kilometer zone of advance in one day.

Engineer Material. The simplest way for the Germans to impede the advance of the Division would have been to destroy the bridges along the highways. For this reason, it was particularly desired to have available a supply of dimension timber for heavy bridge work. An advance dump of such material was established close to the outpost lines. This contained a large proportion of 3" planking, in addition to the heavier material for stringers and trestles. This material was all furnished from the Corps Engineer Dump.

Concentration. On June 18th and 19th, the Second Division executed a movement of concentration which brought it into the position from which it would "jump off" in case of an advance. Each unit was given its location in the three columns; thus, one company of Engineers was attached to each of the two brigades, to operate near the heads of those columns. The rest of the regiment and the Second Engineer Train constituted a part of the Division Reserve, marching in a third column behind the brigades. Ten trucks were assigned to the task of hauling bridge material; two of these trucks, loaded chiefly with planking, were to accompany each advance guard, and the remainder were to be with the Engineer Regiment. Other trucks, including some from the Engineer Train, were to be available in case of need. Four dump trucks were being used on the roads in the area and were also available; these were loaded with road metal and given a place in the column.

Peace. On June 28th, 1919, the Treaty of Peace was signed. The following day the Regiment returned to ENGERS. The movement of concentration had been most beneficial for all concerned. During the ten days in camp, drills and manoeuvres had been held in which the whole Regiment participated. Most of the men and officers lived in shelter tents during this time. Major General Summerall visited the camp and addressed the men outdoors in the forest, paying high tribute to the Second Engineers. He also presented the prize money which had been won by members of the Regiment in the Third Division Rifle Competition at WEHR. At this competition, our Regimental Rifle Team had won the first place, the "F" Company, 2nd Engineers, Team had won third place in the Company Competition,



and Sgt. 1cl. E. V. Cullar, Company "F," 2nd Engineers, had won the highest individual honors, receiving himself more prize money than the entire First, Third or Fourth Divisions.

On July 5th, the Division was turned over to the S. O. S. and received orders to prepare for its movement. The first train left on July 15th. Companies "D," "E" and "F" were moved to the three entraining points—RHEINBROHL, NIEDER-BIEBER, and ENGERS—and there took charge of the fitting up of the trains and the entraining of the organizations. The First Battalion, 2nd Engineers, pulled out from ENGERS on the morning of July 20th, and the remainder of the Regiment followed on the afternoon of July 21st.

TABLE OF LOSSES AND REPLACEMENTS DURING PERIOD FROM
DECEMBER 19, 1918 TO JULY 21, 1919.

	Officers	Enlisted Men	Total
Morning Report of December 19, 1918.....	54	1586	1640
Losses by transfer, evacuation, etc.....	44	264	308
Gains by transfer, replacements, etc.....	52	247	299
Morning Report of July 21, 1919.....	62	1569	1631

CHAPTER X.

THE RHINE TO THE RIO GRANDE

The first lap of our journey home—Engers to Brest—was made by way of Cologne, Aix-la-Chapelle, Liege, Namur, Charleroi, Mons, Valenciennes, Arras, Amiens and Rouen, so that much of the territory through which we passed was quite interesting. On the way to Cologne we had an excellent view of some of the most beautiful parts of the Rhine. Passing through Belgium we could see a little of the devastation wrought there by the Germans, while from Arras to Amiens we passed right along a section of the old British front.

The First Battalion arrived at Brest July 22nd and before the arrival of the remainder of the regiment, July 24th, had received orders to sail on July 26th on the "U. S. Ship Finland." Headquarters and Second Battalion passed through all inspections and completed their paper work within twenty-four hours, in the hope that they too would receive prompt orders. But the fates were against them. Though a number of transports were lying in the harbor, the sailors had been given shore leave to visit Paris. They finally sailed August 1st on the "Great Northern."

The homeward voyage was without incident. The First Battalion landed at Hoboken August 5th and was sent to Camp Mills. Headquarters and Second Battalion landed August 8th.

On the latter date the Second Division was paraded in New York City. Headquarters and Second Battalion were represented only by a few of the officers, as orders were strict that all men must pass a sanitary inspection immediately.

At Camp Mills the men who were in for the duration of the war were transferred to detachments bound for the camps nearest their homes for discharge.

Of course, all were happy with anticipations of an early arrival at home, their great mission accomplished, yet the parting with friends tried and found true proved quite difficult. So it was with mingled feelings of joy and regret that the last stage of our journey was started.

The remnant of the First Battalion on August 11th started to Fort Riley to supervise the construction of a bridge at that place, while on the following day Headquarters and the Second Battalion set out for Camp Travis, the new home of the Second Division. All along the way they were given a royal reception. The Second Engineers was the first unit of the Second Division to reach the new station, and upon their arrival on August 15th were warmly welcomed by the citizens of San Antonio.

The regiment begins its period of reconstruction with very few of the men who participated in its great work in The World War, but those few are determined that the spirit of the regiment, the desire to be of the utmost service and the determination to overcome all obstacles, shall be perpetuated.

TABLE OF LOSSES AND REPLACEMENTS DURING PERIOD FROM
JULY 21, 1919 TO AUGUST 15, 1919.

	Officers	Enlisted Men	Total
Morning Report of July 21, 1919.....	62	1569	1631
Losses by Transfer, Evacuation, etc.....	48	1471	1519
Gains by Transfer, Replacements, etc.....	1	0	1
Morning Report of August 15, 1919.....	15	98	113

CHAPTER XI.

HISTORY OF THE 2ND ENGINEER TRAIN

ORGANIZATION

The Engineer Train was formed at Courchesne bridge, El Paso, Texas, on April 23, 1917. On this date sixteen enlisted men and one officer, 1st Lt. Gordon R. Young, were transferred from the 2nd Engineer Regiment and organized into the 2nd Engineer Train. The Train was attached to the Engineer Regiment for organization.

By the end of June the enlisted strength of the Train had increased to a total of one hundred and sixty-six men and during this month the Train was organized into Headquarters, Pontoon and Searchlight Sections.

ENROUTE TO FRANCE

Under this organization the training and equipment of the Train was continued until the later part of August when the Pontoon and Searchlight Sections were transferred from the Train, and the Headquarters section—which by itself now constituted the Train under the new Tables of Organization—proceeded to Washington, D. C., preparatory to embarkation to France.

On August 27th Captain Gordon R. Young was succeeded as commanding officer by 1st Lt. Frank S. Bowler. Several days later the Train left for Newport News, Virginia.

Arriving in Newport News on September 1, the Train was the second organization to reach that camp. The first was a casual company made up from the 9th and 23rd Infantry regiments and the 5th Machine Gun Battalion, units which the Train was to see much of during the following year in France.

On October 17th the Train left Newport News on the U. S. A. T., Panaman and after an uneventful trip St. Nazaire, France, was reached on November 10th.

ST. NAZAIRE

The Train remained in St. Nazaire for six weeks. During this period all men not required for ordinary Camp duties were employed on construction work. This work consisted in the repair of buildings and in the construction of stables and concrete water troughs at the Remount Depot.

On December 23rd six Quad trucks were drawn from the Motor Park at St. Nazaire and on the following day orders were received directing the Train to leave the animals at the remount depot and to proceed overland with the motor transportation and to join the 2nd Engineer Regiment at Longeau, Haute Marne.

On Christmas morning the movement was begun. Lieutenant Eric W. Luster was in command, Lieutenant Bowler having been sent to the hospital with the "la grippe" the day before.

A stop of two days was made at Nevers to obtain much needed tools, tires and repair parts. On the 2nd of January, 1918, the convoy reached Longeau only to find that the 2nd Engineers had moved to the Bourmont area. A stop was made for some gasoline and a broken down Atlas truck abandoned by the regiment was taken in tow and the journey resumed. On the following day the convoy arrived in the Bourmont area and was assigned to the village of Rosiers sur Mouzon which was also occupied by one of the 2nd Division Ambulance Companies.

BOURMONT AREA

In the Bourmont area the Train was badly handicapped in its training through lack of equipment. On its arrival in the area its entire equipment consisted of six quad trucks. About two months later or two weeks before the Train left the area full equipment was received with the exception of horses and mules.

Lack of equipment however did not lessen the activities of the Train. Trucks were used each day with the 2nd Engineers on barrack construction and with the Division Quartermaster who was improving the grounds around the Quartermaster offices and dumps at Bourmont. The men not used to run the trucks and on necessary company duties operated a stone quarry about one-half kilometer from Rosiers. The Train also took part in all the Regimental maneuvers held by the 2nd Regiment of Engineers.

VERDUN FRONT

On March 18th the Train moved into the Verdun front. As the animals had not yet arrived the wagons and harness were left behind and our trucks together with four borrowed from the Marines were loaded with the other equipment. In this area the Train was billeted on the west bank of the Mouse at Ancemont. At this place the trucks were unloaded and an engineer dump was established.

Engineering materials were soon in demand, as the engineers were doing considerable work towards strengthening the lines, by the construction of strong points, dug-outs and the like, and the artillery regiments of the division were busy improving their battery positions. Owing to language difficulties with the French the Train took over on April 6th the engineer dumps known as Tillot, Bois St.

Nicolas, and Bernatant. At each of these four men and a non-commissioned officer were stationed. The artillery positions which were all adjacent to the dumps were supplied during the day time, and the material for the engineers was sent forward in escort wagons at night.

On April 10th, replacements were received sufficient to bring the Train up to its authorized strength of eighty-two men. On the 21st the horses and mules arrived. A detail was immediately sent back to the Bourmont area to ship the wagons and harness left there by the Train and on May 12, eight F. W. D. trucks were received. On this date the Train was for the first time, since its arrival in France, fully equipt. It now had its full compliment of everything, men, transportation and supplies.

CHAUMONT EN VIXEN

The following day the Division was relieved and the Train moved to Combles, the motor section arriving the same day and the animal section the day after. The period from the 14th to the 20th was spent in cleaning equipment and in properly loading the tool wagons. On the morning of the 21st the animal section entrained at Mussey, arriving at Persan-Beaumont on the following morning and by marching to Valecourt in the Chaumont-en-Vixen area on the 23rd. The trucks moving overland arrived the day before.

The Train remained in Chaumont-en-Vixen one week and was engaged in training.

CHATEAU-THIERRY

On the 30th of May orders were received to move to Beauvais on the morning of June 1st, but in the afternoon of the 30th owing to serious developments at the front these orders were rescinded and the Train was ordered to move to the vicinity of Meaux. At 5:00 A. M. on the following day the motor section left, loaded with sand bags, barbed wire and some technical equipment. The animal section began to move at 7:30 P. M. of the same day. The latter marched the entire night, practically without rest until 10:00 A. M. the next morning when a halt was made at Pontoise where a hot meal was served the men and the animals were watered and fed. The march was continued at 1:00 P. M. and a halt for the night made some ten kilometers northeast of Paris. The march was resumed the next morning at 4:00 A. M. and continued until 7:00 P. M. when a halt was made at Prinzy three miles north of Meaux. The next morning the march was resumed early and at 2:00 P. M. on June 2nd, arrived at Cocherel. In the meanwhile the motor section had reached a point on the Paris-Metz road one kilometer south of Montreuil and were in bivouac at that place.

The headquarters of the 2nd Engineers which were at Montreuil were notified of the arrival of the animal section of the Train as well as was the motor section. Trucks were immediately dispatched to the animal section and loaded with the entrenching tools carried in the tool wagons. These tools were delivered to the engineer regiment and to regiments of Marines on the same afternoon.

On June 3rd, acting under orders from the commander of the Divisional Trains the animal section of the Train moved to the camp occupied by the horse battalion of the ammunition train at Coumont.

Throughout the month of June the Train was engaged in transporting engineer tools and supplies. During the day the trucks carried picks, shovels and barbed wire from the French engineer dump at Le Ferte to the 2nd Division engineer dump north of Montreuil. At night these same trucks re-inforced by

from five to ten wagons from the animal section carried this material forward to the troops at the front, in some cases delivering material practically to the front line positions. Although this work was carried on over roads subjected to heavy shell fire only one man was wounded and the losses to the animals consisted of only three mules killed and twenty wounded.

On July 7th both the animal and motor sections of the Train were assembled at Courcelles. Requisitions were made for the re-equipping of the Train as the stock of tools and supplies was greatly depleted through the drain of the past month. On the 14th sufficient tools were received to bring our equipment up to about sixty percent complete.

SOISSONS

At 9:00 P. M. of July 15th The Train was ordered to pack up equipment and stand ready to move at a moments notice. The order was rescinded about 3:00 A. M. and the men were able to get a few hours sleep. In the afternoon of July 16th orders were received to clear Ussy at 9:00 P. M.; destination to be given as the Train passed through Ussy. The motor section cleared Courcelles at 5:00 P. M. and received orders to go direct to Betz. The animal section arrived at Ussy about 9:00 P. M. As no one met the animal section its commanding officer, Lt. Luster, decided to follow the 2nd Division transportation and broke into the column at the first opportunity. The march continued throughout the night, and the column arrived at Betz about 9 o'clock the next morning at which place the commander of the Divisional Trains assigned the animal section a parking place. At 1:00 P. M. orders were received that the various units camped at Betz could proceed independently to their areas. No maps were available and no information was furnished but a list of the towns through which the animal section was to pass. The animal section was under way at 3:00 P. M. and by nightfall was entering the Villers-Coteret forest. Soon after the section reached the woods it began to rain and the woods made the night a very dark one. Side roads were invisible and signs were unreadable in the inky blackness and without maps and any knowledge of the country it was found extremely difficult to keep the proper direction. At about 12, midnight having missed a turn to the left in the darkness Villor-Coteret was reached. From French soldiers the right road to Croix de Merel the billeting area of the train was learned.

At 7:00 A. M. a halt was made, breakfast served and the men allowed a few hours rest, they having had no sleep or rest for three days and nights. A runner was dispatched to the 2nd Engineers Headquarters giving them the location of the animal section.

In a short while he returned with orders that the Train was to proceed to the Maison Neuf on the Viller-Coteret-Soissons Road. At 1:00 P. M. the start was made but due to the traffic congestion travel was extremely slow and it was 7:00 P. M. before the destination was reached. A ration detail was sent out and Lt. Luster reported to the commanding officer of the 2nd Engineers who gave orders to stand by to move forward to the vicinity of Vauxcastile. The men were allowed to lie down and rest, animals were fed and watered and a meal prepared. At midnight orders were received that the animal section would clear Maison Neuf at 6:00 o'clock the next morning, the 19th.

The motor section which had gone direct from Courcells to their area had arrived on the afternoon of the 17th. They had delivered entrenching tools to the Infantry and Engineers before the attack and had closely followed the advance of

the Infantry and on the afternoon of the 18th were parked along the Viller-Coteret-Soissons road at Verte Feuille Farm.

At 6:00 A. M. the 19th, the animal section left Maison Neuf and went into camp in the ravine west of Vierzy. Here it was in close proximity to friendly batteries and received the full effect of the enemy counter-battery fire. Three animals were killed and several wounded.

Throughout the day the motor section was employed in hauling wounded from Vierzy to Maison Neuf. One driver was killed and three wounded.

At 5:00 P. M. word was received to send forward all tool wagons and establishing two engineer dumps in the vicinity of Tigny. This order was rescinded at 7:00 P. M. and instructions were received to stand by for relief. At midnight orders were received to move back to the camp of the night before at Maison Neuf. The animal section cleared immediately and arrived at camp at 6:00 A. M. It was joined here by the motor section. The trucks were used all day hauling back engineer supplies from Vierzy. At 8:00 P. M. orders were received to get ready to move at 11:30 P. M. Animals were harnessed and ready to move at the appointed hour, but orders did not arrive until 4:00 A. M. The Train left at once arriving at the Croix de Morel at 2:00 P. M. on the 21st. Here we were promised a nights sleep, so, after a meal had been served and the animals watered and fed, the men turned in for a much deserved rest. This was the first full nights sleep since the night of July 14th.

The Train remained at the Croix de Morel until the morning of the 24th when they moved to Macqueline near Betz. Wagons were reloaded and the equipment gone over for shortages and requisitions submitted. On the 26th both sections moved to Pringy, three miles north of Meaux.

NANCY AREA

On the 30th at noon the animal section cleared Pringy for Dommartin where they entrained for the Nancy area. The motor section moved by marching starting at 4:00 P. M. of the same day. The morning of August 1st found the animal section comfortably billeted at Frouard where they were joined in the afternoon by the motor section.

The Train remained at Frouard from the 1st to the 5th inclusive and during this time transportation was cleaned and minor repairs made to the trucks. Men and animals were allowed as much rest as possible.

PONT-A-MOUSSON

At 11:00 P. M. on the 5th the Train moved in to the woods between Dieulouard and Belleville, the Division having taken over the Pont-a-Mousson front. A division engineer dump was established at Dieulouard and the Trains wagons and trucks were used in hauling to and from this dump. The duties on this front were very light, only few trucks and wagons being used.

On August 15th Lieut. Bowler was evacuated to the hospital, and Lieut. Luster took command of the Train. Lieut. Mack C. Byrd was assigned to the Train from Company D, 2nd Engineers, and was placed in charge of the animal section, with Master Engineer Miller in charge of the motor section.

BOIS L'EVEQUE

On the night of the 15th both sections cleared the woods near Dieulouard and moved by marching to the Bois l'Eveque. The motor section arrived that night and the animal section the following afternoon. The Train was well billeted,

having excellent billets, stables and kitchen, with wash house and latrines at the end of each street.

During the stay at this camp all the trucks were given a thorough overhauling, wagons were painted and all transportation marked with the 2nd Division insignia. Tools were secured by requisition from nearby engineer dumps and the Train was more completely equipped than it had been since we left the Chaumont-en-Vixen area in May.

ST. MIHIEL

At 8:30 P. M. on September 3rd, both sections moved to a ravine east of Aingeray and the following night to the Bois de Cumejé between Manoncourt and Royamiex, from here trucks carried tools and bridge material forward to Noviant, where a dump was established at the south of that town. On the night of the 9th the Train moved forward to Noviant, the motor section billeting at the dump the animal section in the woods three quarters of a kilometer from the town. On the 11th picks, shovels and wire cutters were delivered to the Infantry and the Engineers.

The attack started early in the morning of the 12th and at 9:00 A. M. wagons were sent forward to collect unused tools left behind in the attack. These returned during the afternoon. On the night of the 12th all tool wagons were sent forward to the Bois de Foursand and on the 13th the tools were used by the engineers for repairing the roads through no mans' land which were almost impassable. On the morning of the 13th the remaining wagons were sent forward followed at 4:00 A. M. of the 14th by the trucks. Due to road congestion neither arrived until 3:00 P. M. There was no work that day but the following day, the 15th, the trucks operated forward to Thiaucourt to a German engineer dump. This dump was taken over by the 2nd Engineers and some of the tools there were distributed to the organizations doing road work. From the Thiaucourt dump and one located in the Bois de Fours, the Train was partially re-equipped. On the 15th the Train moved back to Ansauville. Here more tools were requisitioned from the engineer dump at Ansauville and Menil la Tour.

At 1:00 P. M. the Train moved to Limey to help the 2nd Engineers who had been recalled to work on the roads. The Train furnished all of its trucks and fifteen wagons for hauling tools and rocks.

CHAMPAGNE

On the 21st of October the Train left Limey and took up a new camp at Fort DeEcruves near Toul. On the 26th the motor section moved by marching to Vesigneuil in the Champagne area. The animal section entrained from Toul on the same day arriving at Vesigneuil on the 28th.

On the 29th at 9:00 A. M. the animal section moved forward to Suippes, the motor section following the same day at 6:45 P. M. Due to heavy traffic the latter did not arrive until 7:00 A. M. the next morning. Camp was made at Forme de Piemont. On the night of October 1st six wagons loaded with entrenching tools and wirecutters were delivered to the 5th and 6th Marines at the inter section of the old Roman road with the Suippes-Suain road. At 6:00 A. M. on the morning of the 2nd, the Train moved forward to Suain and established an engineer dump at that place. In the afternoon of the same day sixteen wagons, seven trucks and fifteen wheelbarrows were delivered to the 2nd Engineers for use in improving the roads. The wagons were employed again on the 3rd for the same purpose. On the night of the 4th four tool wagons were sent to the front with entrenching tools.

On the 8th, the train moved forward to Somme-Py and established an engineer dump. On the 12th, the Germans having fallen back to the Aisne, the Train moved forward to St. Etienne camping at the German engineer dump in that town. The dump was inventoried and from the supplies found there the Train was partially re-equipped.

On the 15th at 3:00 P. M. the Train moved forward to the German engineer dump one kilometer east of Pauvre. On the 17th seven escort wagons, minus the bodies, were sent to Mt. St. Rony and St. Etienne, to bring back to Pauvre, railway iron to be used in bridging the Aisne. For this work the reaches were removed from the wagons and the front and rear wheels separated by thirty feet. Two 90 pound sixty foot rails were carried on each wagon. At the same time the trucks were used carrying timbers for this large bridge and complete material for a number of foot bridges of a ponton type. This work continued through the 25th.

On the 18th Master Engineer Miller, who had been in charge of the motor section since August 15th left the Train to attend Officers' school. He was succeeded by Master Engineer Howe, attached to the Train from Headquarters Detachment 2nd Engineers.

On the night of the 25th, two escort wagons loaded with entrenching tools went forward to the Infantry of the 36th Division, who were to attack the following morning.

MEUSE-ARGONNE

On the 27th orders were received to load all tools and be ready to move to a new area. Trucks and wagons were loaded immediately and at 1:00 P. M. the motor section started for LesIslettes arriving at 8:00 P. M. and billeted for the night. The animal section moved by marching camping for the night at Somme-Py. The motor section remained at LesIslettes the following day, the animal section continuing its march and arriving at St. Menehould by night fall.

On the 29th the motor section moved to a ravine northeast of Charpentry and established a dump at that place. Advance dumps were established at Sommerance and Exermont, the tools being placed at those dumps being those carried on the trucks plus a large supply received from the Corps dump at Chepy and Aubreyville, the tools being moved forward by the Trains trucks. Besides entrenching tools and wirecutters a large supply of bridge material was placed at Sommerance.

The animal section arrived at Charpentry on the night of the 29th after a long forced march. On the 30th camp was moved a half kilometer farther east down the ravine due to the activity of enemy artillery. On the 30th and 31st, the trucks were used continually moving forward practically all the tools carried by the animal section. More bridge material and a quantity of elephant shelters from the Corps dump was also taken to Sommerance. On the night of the 31st both sections moved into a ravine one-half kilometer west of Exermont. The trucks carried forward to Sommerance the last of the bridge material for that place and took on an extra load for quick delivery to any designated place. At 7:00 A. M. on November 1st the attack having started, both sections started forward to the Sommerance dump and stood by for orders to rush forward tools or bridge material as might be required. At 10:00 o'clock two truck loads were sent forward to Landres et St. Georges. No further material was needed.

At noon of the 2nd the animal section started forward to Laundreville. The motor section moved forward that night for the same point. The animal section arrived that night but the motor section being very heavily loaded and the roads in a very poor condition, did not arrive until the afternoon of the following day.

Upon arrival nineteen of the escort wagons were immediately sent out to work on the roads. This work continued through the 5th and 6th. The motor section on account of the condition of the roads was unable to help on this work. During this time the Supply Train was also having difficulty, due to the roads, and the rations and forage received were very light thus contributing to the difficulties of the task.

On the 6th both sections moved to Buzancy and on the 7th to Sammauthe. On the 8th fifteen wagons minus bodies were sent back to Buzancy to bring forward bridge timbers. They returned with timbers on the 9th and on the afternoon of the same day the Corps delivered six truck loads of heavy timbers for bridge use. These timbers were loaded on the Trains trucks and the remaining wagons sent forward on the night of the 10th to the Meuse where they were used by Companies A and B of the 2nd Engineers in bridging the river. During this operation the Train was particularly fortunate in not having received a single casualty. One riding horse killed and one mule wounded by shell fire being the only losses.

On the 11th the animal section moved forward to Beaumont, the motor section remaining in Sammauthe because of the impassable roads. On the morning of the 12th the motor section joined the animal section at Beaumont. Here requisitions were submitted to re-equip the Train. On the 15th and 16th property was drawn from the property dump at Beaumont and two Ford light delivery trucks were received from the M. T. O. at Bayonville.

MARCH TO THE RHINE

On the 17th the Division began its march to the Rhine. The Train moving forward from Beaumont to Stenay. On the 18th the march was resumed, the Train billeting at Dampicourt (Belgium). On the 20th the motor section moved to Arlon, the animal section to Miex-leTige. On the 21st the Trucks remained at Arlon, the animal section moving to Hobshied (Luxemburg). Both sections moved to Reckingen on the 22nd and the following day to Rollingen.

The Train remained in Rollingen from the 23rd to the 31st inclusive, and during that time it received sufficient tools from the 23rd Engineers to bring its equipment up to that laid down in the tables of organization. Wagons were cleaned and oiled and trucks over hauled.

On December 1st the march to the Rhine was resumed billeting for the night at Huttingen (Germany). On the 2nd the motor section billeted at Waxweiler and the horse section at Oberweiler. On the 3rd both sections moved to Renland, three kilometers south of Schoenneckon.

The Train remained in place on the 4th and 5th, continuing the march on the 6th both sections billeting at Budsheim. On the 7th billeting at Dires and at Gilgenbach on the 8th, Arhweiler on the 9th and Remagen on the 10th.

The Train remained at Apollinarisburg (Remagen) from the 10th to 13th inclusive. On the 11th and 12th the 2nd Engineers were used in improving the approaches to the bridge over the Rhine at Romagen. One of the Train's trucks was used in this work and crossed the Rhine on the 12th. This is believed by everyone in the Train to be the first truck of the American Army of Occupation to have crossed the Rhine.

On the 14th the animal section crossed the Rhine at Remagen and the motor section at Kripp, using the ferry from that point to Lintz, both section were billeted that night in Bendorf. On the 16th both sections marched to Neuwied and on the 20th to Bloch Heimback, between Engers and Neuwied.

BLOCK HEIMBACK—ARMY OF OCCUPATION

For over seven months the Train remained at Bloch Heimbach. This was the longest stay that it had ever made in one place since its organization.

With the exception of the motor section the work of the Train here was very light. The motor section was employed in transporting building material for the various organizations of the Division and in transporting road material for the repair of roads within the Divisional area. The remainder of the Train was employed at first in making improvements to the billets and billeting area. After these improvements had been made the work was reduced to that of ordinary garrison duty.

ENROUTE TO THE UNITED STATES

About the 1st of July the Train turned in all equipment except individual equipment of the men, and on July 19th entrained for Brest, France.

After three days in box cars the Train arrived in Brest, where it embarked on July 27th for the United States.

On the morning of August 6th after an absence of over twenty-one and a half months the Train arrived in Hoboken, New Jersey. From Hoboken the Train was moved to Camp Merritt where all the emergency men were transferred to demobilization camps.

The regular army residue of the Train, consisting of one officer and six men then proceeded to its present station, Camp Travis, Texas.



APPENDIX No. 1.

Commendations of the regiment in The World War.

A.—CORPS CITATION FOR CROIX DE GUERRE AT SOISSONS

DU GRAND QUARTIER GENERAL

Des Armees

Du Nord et du Nord-Est,

ETAT-MAJOR

Bureau du Personnel (Decorations)

ORDER No. 10.886 "D"

(EXTRAIT)

Après approbation du General Commandant en Chef les Forces expeditionnaires Americaines en France, le General, Commandant en Chef les Armees Francaises du Nord et du Nord-Est, cite a l'Ordre du *Corps d'Armee*:

LE 2EME REGIMENT DU GENIE AMERICAN SOUS LES ORDRES DU
COLONEL MITCHELL

"Engages a l'improviste dans l'offensive du 18 Juillet 1918, en pleine nuit, dans un terrain inconnu et tres difficile, ont deploye, pendant deux jours, sans se laisser arreter par les fatigues et les difficultes du ravitaillement en vivres et en eau, une ardeur et une tenacite remarquables, refoulant l'ennemi sur 11 kilometres de profondeur, capturant 2,700 prisonniers, 12 canons et plusieurs centaines mitrailleuses."

Au Grand Quartier General, le 25 Octobre 1918.

LE GENERAL, *Commandant en Chef*,

Signe: PETAIN.

Pour Extrait Conforme:

Le Lieutenant Colonel,

Chef du Bureau du Personnel.

M. Le Colonel MITCHELL.

Headquarters of the
Armies of the N. and N. E.

STAFF

Personnel Bureau

(Decorations)

ORDER No. 10886 "D" (Extract)

After approbation of the General Commander-in-Chief of the A.E.F. in France, the General C. in C. of the French Armies of the N. and the N. E. cites in the order of the Army Corps:

THE 2ND AMERICAN ENGINEERING REGIMENT UNDER THE ORDERS OF
COLONEL MITCHELL

Engaged unexpectedly in the offensive of July 18, 1918, in the middle of the night, on a terrain which was unknown and very difficult, displayed during two days, without allowing themselves to stop by fatigue and the difficulties of obtaining food and water a remarkable ardor and tenacity, driving back the enemy 11 km., capturing 2,700 prisoners 12 cannons and several hundred machine guns.

Headquarters, October 25, 1918.

True Copy

Lieutenant-Colonel,

Chief of the Personnel Bureau.

The Commander-in-Chief

Signed: PETAIN

B.—ARMY CITATION FOR CROIX DE GUERRE AT BLANC MONT

GRAND QUARTIER GENERAL

ORDRE No. 14.712 "D" (Extract)

des

Armees Francaises de l'Est.

ETAT-MAJOR

Bureau du Personnel

(Decorations)

Après approbation du General Commandant en Chef les Forces expeditionnaires Americaines en France, le Marechal de France, Commandant en Chef les Armees Francaises de l'Est, cite a l'Ordre de l'Armee:

LE 2EME REGIMENT DU GENIE AMERCAINE, SOUS LES ORDERS DU
COLONEL W. A. MITCHELL

"A pris une part glorieuse aux operations engages par la 4eme Armee en CHAMPAGNE, en Octobre 1918. Le 3 Octobre 1918, a l'attaque de BLANC-MONT et de la Ferme MEDEAH, a largement participe par son sourage et son endurance sous le feu de l'avance de l'Infanterie jusqu'aux abords de Saint-ETIENNE-a-ARNES. Grace au precieux concours qu'il a apporter aux operations de l'Infanterie, l'ennemi a pu etre chasse des rives de la SUIPPE et du Massif de NOTRE-DAME-des-CHAMPS."

Au Grand Quartier General, le 21 Mars 1919.

Le Marechal,

Commandant en Chef les Armees Francaises de l'Est.

Pour Extrait Conforme:

Signe: PETAIN

Le Lieutenant-Colonel,

Chief du Bureau du Personnel.

ORDER No. 14.712 "D"

(EXTRACT)

Headquarters of the

Armies of the East

STAFF

Personnel Bureau (Decorations)

After approval of the General, Commander-in-Chief of the A. E. F. in France, the Marshal of France, Commander-in-Chief of the French Armies of the East, cites in the Order of the Army:

THE SECOND REGIMENT OF U. S. ENGINEERS UNDER COMMAND OF
COLONEL W. A. MITCHELL

"Has taken a glorious part in the operations of the Fourth Army in Champagne during October, 1918. The 3rd of October, 1918, at the attack of Mont Blanc and the Medeah Farm, by its courage and endurance under fire, it largely participated in the advance with the Infantry, to the outskirts of SAINT-ETIENNE-a-ARNES. Thanks to the great assistance which enabled us to force the enemy to retreat from the SUIPPE and the Massif of NOTRE-DAME-des-CHAMPS."

Headquarters, March 21st, 1919.

The Marshal, Commander-in-Chief
of the French Armies of the East.

Signed: PETAIN.

True Copy:

Lieutenant-Colonel,

Chief of the Personnel Bureau.

C.—ARMY CITATION FOR CROIX DE GUERRE AT SOISSONS

GRAND QUARTIER GENERAL

ORDRE No. 16,107 "D" (EXTRAIT)

des

Armees Francaises de l'Est

ETAT-MAJOR

Bureau du Personnel

(Decorations)

Après approbation du General, Commandant en Chef les Forces expeditionnaires Americaines en France, le Marechal de France, Commandant en Chef les Armees Francaises de l'Est, cite a l'Ordre de l'ARMEE:

Le 2eme Regiment du Genie Americain, sous les ordres du Colonel MITCHELL, engages a l'improviste dans l'offensive du 18 Juillet 1918, en pleine nuit dans un terrain inconnuet tres difficile, ont deploye pendant deux jours, sans se laisser arreter pas les fatigues et les difficultes du revaillement en vivres et en eau une ardeur et une tenacite remarquables, refoutant l'ennemi sur 11 kilometres de profondeur, capturant 2,700 prisonniers, 12 canons et plusieurs centaines de mitrailleuses.

Au Grand Quartier General, le 17 Avril 1919.

Le Marechal de France,

Commandant en Chef les Armees Francaises de l'Est,

Signe: PETAIN

Pour Extrait Conforme:

Le Lieutenant-Colonel,

Chef du Bureau du Personnel.

Headquarters of the

ORDER No. 16,107 "D" (Extract)

Armies of the East

STAFF

Personnel Bureau

(Decorations)

After approval of the General, Commander-in-Chief of the A.E.F. in France, the Marshal of France, Commander-in-Chief of the French Armies of the East, cites in the order of the Army:

THE SECOND REGIMENT OF AMERICAN ENGINEERS UNDER COMMAND OF
COLONEL W. A. MITCHELL

"Engaged unexpectedly in the offensive of July 18, 1918, in the middle of the night, on a terrain which was unknown and very difficult, displayed during two days, without allowing themselves to stop for fatigue and the difficulties of obtaining water and food, a remarkable ardor and tenacity, driving back the enemy 11 kilometers, capturing 2,700 prisoners, 12 cannons and several hundred machine guns."

Headquarters, April 17, 1919.

True Copy:

Signed: PETAIN

Lieutenant-Colonel,

The Commander-in-Chief,

Chief of the Personnel Bureau.

D.—COMMENDATION BY BRIG. GEN. HARBORD, COMMANDING 4TH
BRIGADE MARINESHeadquarters 4th Brigade Marines,
American E. F.

From: Commanding General. 10 June, 1918.
To: Commanding Officer, 2nd Engineers,
(Thru Hq. 2nd Division)
Subject: Conduct of Engineers.

1. It gives me pleasure to state on the relief of the Engineers from duty with this Brigade, that invariable testimony of our officers has been to the fine conduct of your men. They have been used on trench construction, in the firing line, as litter bearers and ammunition carriers, and in no case has there been any request made of them which the engineer conception of his duty did not seem to be broad enough to include and all their work was done cheerfully. I congratulate you on having such a command.

J. G. HARBORD,
Brigadier General, N. A.

In connection with the above letter the Division Commander wrote:

To the C. O., 2nd Engineers. The Division Commander takes great pleasure in expressing his sincere appreciation of the soldierly conduct and excellent service of the 2nd Engineers during the past week. They have fully demonstrated their ability not only to do their own work but also to fight as infantry when occasion demands.

Copy to Chief of Engineers, U. S. Army, Washington, D. C.

E.—COMMENDATION BY MAJ. GEN. BLACK, CHIEF OF ENGINEERS

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
Washington.

Refer to File No.

330.13 (2nd Engrs)P.

August 16, 1918.

From: The Chief of Engineers.
To: The Commanding Officer,
2nd Engineers,

AMERICAN EXPEDITIONARY FORCES,
FRANCE.

Subject. Commendation.

1. The commendation of the 2nd Engineers by the Commanding General of the 2nd Division, American Expeditionary Forces, demonstrated that the regiment fully appreciated the motto of the Engineers "Essayons."

2. By long and honorable service the Corps of Engineers has earned a reputation for gallantry and untiring devotion to duty which the services of the 2nd Engineers with the 2nd Division, have done much to preserve and perpetuate. I am sure that during the continuation of the present conflict the personnel of the 2nd Engineers will earn even more signal honors for their regiment and the Corps.

(Signed) W. M. BLACK,
Major General.

F.—APPRECIATION BY BRIG. GEN. WHITWORTH, COMMANDING 71ST
BRIGADE 36TH DIVISION

U. S. ARMY FIELD MESSAGE

From: Commanding General, 71st Brigade.
To: Detachment Engineers, 2nd Division.
Date: 10/27/18. Hour 20:08

1. The Brigade Commander extends to you and the Officers and men of your Command his hearty congratulations upon the brilliant success of the operation this evening.

Signed WHITWORTH

G.—ORDER OF GEN. LEJEUNE, COMMANDING 2ND DIVISION

HEADQUARTERS SECOND DIVISION (REGULAR)
AMERICAN EXPEDITIONARY FORCES.

France, November 12, 1918.

ORDER.

1. On the night of November 10th, heroic deeds were done by heroic men. In the face of a heavy artillery and withering machine gun fire, the 2nd Engineers threw two foot bridges across the MEUSE and the first and second battalions of the 5th Marines crossed resolutely and unflinchingly to the east bank and carried out their mission.

2. In the last battle of the war, as in all others in which this Division has participated, it enforced its will on the enemy.

JOHN A. LEJEUNE,
Major General, U. S. M. C.
Commanding.

H.—COMMENDATION BY GEN. SUMMERALL, COMMANDING 5TH ARMY
CORPS

HEADQUARTERS FIFTH ARMY CORPS
American Expeditionary Forces

France, 14 November, 1918.

From: Commanding General, V Army Corps.
To: Commanding Officer, Second Regiment of Engineers,
(Through Commanding General, 2nd Division).
Subject: Commendation.

1. The Corps Commander takes pleasure in expressing to you and to the Officers and Soldiers of your Regiment his deep appreciation and his high admiration of the gallant, skillful, and able manner in which the Second Regiment of Engineers cooperated with the Fourth Infantry Brigade during the crossing of the MEUSE River by that Brigade on the night of November 10th. Both Officers and Soldiers of the Fourth Infantry Brigade have expressed to the Corps Commander their most enthusiastic admiration for the manner in which the Second Regiment of Engineers performed their duties.

It appears that your Regiment placed across the River improvised foot-bridges under a heavy fire of Artillery and Machine guns, and guided the Infantry to these bridges through a dense fog in the darkness of the night, thus enabling the entire operation to be executed without delay or inconvenience. During this operation, the members of the Engineer Regiment suffered casualties, but were undeterred in their mission. One bridge is reported to have been laid in seven minutes, and one in thirteen minutes. The entire structure of the bridges had to be improvised by the Second Engineer Regiment. I have inspected these bridges and am profoundly impressed by the resourcefulness and the skill of which they give ample evidence. To the Second Regiment of Engineers is due a large measure of the credit for the forcing of the MEUSE, and it is an honor and a privilege to have such Soldiers and Officers in any command.

2. In addition to the foregoing act of meritorious conduct, it became necessary on November 13th to order the Second Regiment of Engineers to assist in the construction of a bridge at POUILLY. I have witnessed the zealous, industrious and intelligent manner in which they went about this mission, and I desire further to express to you my appreciation of their hearty response, and of the great assistance they have rendered this Corps in meeting a situation which was critical, and for which there appeared to be no other immediate remedy than that afforded by the assignment of the Second Regiment of Engineers to the task.

C. P. SUMMERALL,
Major General, Commanding.

1st Ind.

Hq. Second Division, American E. F., France. November 16, 1918.
To Commanding Officer, 2nd Engineers, referred.

1. The Commanding General concurs in the commendatory remarks contained in this communication.

By Command of Major General Lejeune:

JOHN W. LLUFRIO,
*Adjutant General,
Adjutant.*

I.—COMMENDATION BY COL. MITCHELL, REGIMENTAL COMMANDER

Mc/db

WAM/wtp

HEADQUARTERS SECOND REGIMENT OF ENGINEERS American Expeditionary Forces. 15 November, 1918.

REGIMENTAL ORDER)

NO. 15)

1. The Regimental Commander intends, as soon as practicable, to compile for the information of each man of the regiment an authoritative statement of the deeds of the regiment.

2. Meanwhile, the following information is published for the information of all members of the regiment, especially the new members who have just arrived:

(a) The 2nd Engineers is the only Engineer Regiment which is authorized to have the Croix de Guerre on its Colors. The Colonel of the Regiment has been given the Croix de Guerre as a result of the heroic deeds of the regiment while serving with the French. No other Engineer Regiment, and very few regiments of any kind, in the U. S. Army, have been honored in this manner.

(b) The 2nd Engineers has been through five campaigns; always with credit and always with results accomplished of great value to the United States. It is believed that no other Engineer Regiment has been through so many campaigns.

(c) In spite of the fact that this regiment has required almost twice as many replacements as any other regiment, these replacements being rendered necessary by its losses during its arduous duties, the spirit of the regiment has not suffered, and it is now considered an excellent Engineer Regiment.

(d) It has been positively stated to the Regimental Commander that a Major General of the U. S. Army said that the 2nd Engineers was the best regiment that he had ever seen.

(e) The Regimental Commander has several times been complimented by the Division Commander, twice complimented by two different Brigade Commanders for the excellent work of the 2nd Engineers.

(f) The Regimental Commander was told in the S. O. S. that the reputation of the 2nd Engineers was considered so excellent that it was considered especially desirable by all recruits.

(g) The Corps Commander has written a letter to the Regimental Commander expressing his appreciation of the work of the regiment in the recent campaign, with especial reference to the sturdy courage exhibited in throwing the foot bridges across the MEUSE RIVER, and to the untiring energy in building the bridge at POUILLY.

3. The Regimental Commander wishes also to call attention to the fact that the regiment has a record to maintain, and that its future record should be a continuation of its past record; namely, one of excellence in whatever duty lays before it.

4. Platoon Commanders will read this order to their Platoons at the first assembly after its receipt.

W. A. MITCHELL,
Colonel, Engineers,
Commanding.

Distribution to include Platoon Commanders.

WAM/wtp

J.—EXTRACT FROM LETTER BY MAJ. GEN'L LANGFITT, CHIEF ENGINEER
A. E. F.

From: The Chief Engineer, American E. F. 19 November, 1918.
To: First Section, General Staff, G.H.Q., A.E.F.
Subject: * * *

* * * * *

3. This Regiment has suffered very severely in action and has seen many months of constant service. It has earned at least two special citations (Croix de

Guerre avec Palme) from the French and one special citation from the Americans.

4. Under the circumstances of its present and past service, special consideration would seem justified, and I recommend that necessary orders be given to G-1, Hdqs. S.O.S.; authorizing that office to send 52 bandsmen, replacements, from 116th U. S. Engrs., Angers, to the 2nd U. S. Engrs.

W. C. LANGFITT,

Major General, U. S. A.

WCL-k

K.—STATEMENT BY GENERAL SUMMERALL, COMMANDING 5TH CORPS

General Summerall gave a lecture about January 5th, 1919, to the senior staff and line officers of the 1st Army; subject, Last Phase of the Meuse-Argonne.

In the latter part of his lecture, he spent about 15 minutes describing the crossing of the Meuse on the night of November 10th. He made very many complimentary remarks about the foot-bridge built by the 2nd Engineers, was very enthusiastic concerning its work, and finally closed with the statement that "The 2nd Engineers was a most remarkable Regiment."

L.—STATEMENT IN A LECTURE AT LANGRES BY GENERAL * * *
(Name Not Given Here as a Matter of Courtesy).

General * * * gave a lecture principally on the use of artillery in division operations. At one phase of his lecture, he discussed the uses of engineers in assisting artillery movements. He placed especial stress on the methods employed by the 2nd Engineers in assisting the artillery of the 2nd Division, praised its work in many ways, and said, among other things:

"I want to say here, Gentlemen, that the 2nd Engineers is the best "regiment I ever saw; and I believe that a great deal of its efficiency was "due to the training given it by its commander, Colonel Mitchell, and to his "readiness to perform any work. The regiment has assisted the artillery, "has helped the tanks, built railroads, manned machine guns, and fought "time after time as infantry. That regiment can do anything."

M.—STATEMENT BY A FIELD OFFICER FORMERLY IN G 2 (INTELLIGENCE DEPARTMENT) G. H. Q. (Name of the Field Officer is not Given Here, As a Matter of Courtesy).

This statement was merely his own personal opinion; he did not say that it was the opinion of others in the Intelligence Department of G. H. Q., but the impression was conveyed that he came to the conclusion as a result of his duties in connection with the Intelligence Department. He said:

"The 2nd Engineers was the best regiment in France, not excepting any "British or French regiments."

N.—LETTER FROM CHIEF OF STAFF THIRD ARMY CORPS

HEADQUARTERS THIRD ARMY CORPS
Office of the Chief of Staff.
AMERICAN EXPEDITIONARY FORCES.

Germany, December 8, 1918.

From: Chief of Staff.
To: Commanding Officer, 2nd Engineers
(Through Commanding General, 2nd Division.)
Subject: March discipline, 2nd Engineers.

1. The Corps Commander observed to-day the march of the 2nd Engineers. He directs me to compliment them on the fine road discipline, both of the troops and transportation of their organization.

2. As appearance such as this not only reflects credit upon the organization itself, but impresses to the best advantage the civilian population of the country through which the march is being conducted.

CAMPBELL KING,
Chief of Staff.

1st Ind.

Hq. 2nd Division, A.E.F., 10 December '18—To C.O., 2nd Engineers.

1. The Division Commander desires to express his gratification at the improvement, along the lines indicated above, made by the 2nd regiment of Engineers.

By Command of Major General Lejeune:

H. B. MYERS,
Colonel, General Staff,
Chief of Staff.

A true Copy,
Wm. E. R. Covell,
Lt. Col. Engineers.

APPENDIX No. 2.

DECORATIONS, CITATIONS, AND COMMENDATIONS OF INDIVIDUALS

Medaille Militaire	1
Distinguished Service Cross.....	30
Distinguished Service Medal.....	1
Legion of Honor.....	1
Croix-de-Guerre	124
Distinguished Service Certificates.....	19
Letters of Commendation.....	29
Division Citations	325
Regimental Citations	44
Total Special Mention.....	565

A.—MEDAILLE MILITAIRE

Private JOHN F. MENDONSA, Company "F," 2nd Engineers:

On July 19, 1918, near VIERZY, during heavy shellfire he crawled over the parapet to bring in a wounded French soldier; continuing to expose himself to the discharge of his duty until wounded and evacuated.

B.—DISTINGUISHED SERVICE CROSS

Corporal THOMAS D. SAUNDERS, Company "A," 2nd Engineers,
(As No. 156126) No. 1206.

For extraordinary heroism in action at JAULNY, France, 12 September, 1918.

Corporal Saunders and another soldier, who were acting as wire-cutters with the first line of infantry, fought their way forward in advance of their unit and were the first men to enter Jaulny, while it was swept by machine gun fire, infested with snipers and still occupied by rear guard detachments of the enemy. After capturing eight Germans in a dugout, they searched the caves in the town and took fifty-five additional prisoners.

Private ALFRED WILKERSON, Company "B," 2nd Engineers:
(As No. 2105602) No. 1207.

For extraordinary heroism in action at JAULNY, France, 12 September, 1918.

Private Wilkerson and another soldier, who were acting as wire-cutters with the first line of infantry, fought their way forward in advance of their unit and were the first men to enter Jaulny, while it was swept by machine gun fire, infested with snipers and still occupied by rear guard detachments of the enemy. After capturing eight Germans in a dugout, they courageously searched the caves in the town and took fifty-five additional prisoners.

Private ELMER E. BARTLETT, JR., Company "C," Second Engineers (2405377).

For extraordinary heroism in action near Medeah Farm, France, 9 October, 1918.

Crawling forward under heavy machine gun fire, Private Bartlett, assisted in bringing a wounded comrade to safety.

First Lieutenant R. N. BENJAMIN, Second Engineers:

For extraordinary heroism in action near Blanc Mont, France, 6 October, 1918.

While commanding a detachment of wire-cutters, working in advance of the infantry, Lieutenant Benjamin was painfully wounded by a shell fragment, but he refused to leave his men until his mission was accomplished and the advance of the infantry assured.

Private PAUL E. BLUST, Company "C," Second Engineers:

For extraordinary heroism in action near Medeah Farm, France, 9 October, 1918.
Crawling forward under heavy machine gun fire, Private Blust assisted in bringing a wounded comrade to safety.

Private LAYTON A. BOYD, Medical Detachment, Second Engineers:

For extraordinary heroism in action near Medeah Farm, France, 9 October, 1918.
Exposed to enemy snipers and machine gun fire, Private Boyd went in front of our lines to administer aid to a wounded officer, and also to wounded enemy troops. He also crawled to within fifty feet of an enemy machine gun and assisted in bringing a wounded comrade to safety.

Private JOHN A. DOOGS, Company "C," Second Engineers:

For extraordinary heroism in action near Medeah Farm, France, 9 October, 1918.
Crawling forward under heavy machine gun fire, Private Doogs assisted in bringing a wounded comrade to safety.

Corporal CHARLES W. GARR, Company "D," Second Engineers:

For extraordinary heroism in action near St. Etienne-a-Arnes, France, 7 October, 1918.
Advancing ahead of our infantry, Corporal Garr made a reconnaissance of the town of St. Etienne-a-Arnes, and in spite of the danger, exposed to artillery and machine gun fire of our own and enemy guns, he procured and returned with valuable information.

Private 1cl. CARL GUSTAFSON, Company "C," Second Engineers:

(As No. 156704) No. 2663.

For extraordinary heroism in action near Medeah Farm, France, 8-9 October, 1918.
Engaged as a runner, Private Gustafson constantly carried messages through a sector, which was under intense shell and machine gun fire, and infested with sniper fire.

Sergeant CHARLES E. NICKELS, Company "D," Second Engineers:

For extraordinary heroism in action near St. Etienne-a-Arnes, France, October 5-7, 1918.
Advancing ahead of the infantry, Sergeant Nickels made several reconnaissances, of the town of St. Etienne-a-Arnes, and in spite of the danger, exposed to machine gun and artillery fire of our own and enemy guns, he procured and returned with valuable information.

Sergeant JOHN J. O'BRIEN, Company "D," Second Engineers:

For extraordinary heroism in action near St. Etienne-a-Arnes, France, October 5-7, 1918.
Advancing ahead of the infantry, Sergeant O'Brien made several reconnaissances of the town of St. Etienne-a-Arnes, and, in spite of the danger, exposed to machine gun and artillery fire of our own and enemy guns, he procured and returned with valuable information.

Captain MYRON HOLT PECK, 2nd Battalion, 2nd Engineers:

For extraordinary heroism in action at St. Etienne, France, October 9, 1918.
While in command of his battalion, holding part of the line in St. Etienne, Captain Peck personally conducted a reconnaissance, after patrols had previously failed, in order to establish liaison with the troops on his right. He lost his life during this reconnaissance. (Posthumous award, G.O. 20, War Department, January 30, 1919).

Private ALLISON W. REID, Company "A," Second Engineers:

(As No. 156285) No. 2664.

For extraordinary heroism in action near Medeah Farm, France, 8-9 October, 1918.
Engaged as a runner, Private Reid constantly carried messages through a sector, which was under intense shell and machine gun fire, and infested with sniper fire.

Sergeant 1st Class WILLIAM SARTI, Company "A," Second Engineers:

For extraordinary heroism in action near Medeah Farm, France, 8-9 October, 1918.

His platoon commander and only other sergeant being wounded, Sergeant Sarti assumed command of his platoon, although himself wounded. He made a reconnaissance of the position his platoon was to occupy, under heavy shell fire, and returning conducted it to the new position without the loss of a single man, and remained with it for forty-eight hours.

Private 1st Class EDWIN E. SHEPARD, Company "C," Second Engineers:

For extraordinary heroism in action near Medeah Farm, France, October 9, 1918.

Crawling forward under a heavy machine gun fire, Private Shepard assisted in bringing a wounded comrade to safety.

First Lieutenant JAMES H. SPAFFORD, 2nd Engineers:

For extraordinary heroism in action.

Seeing a combat patrol suddenly fired upon by an enemy machine gun nest and hard pressed, Lieutenant Spafford went to its relief, courageously leading an attack on the nest. Although wounded in the arm during the attack, he continued in the action of the attack until he received a second wound which caused his death. (Posthumous award, G.O. 20, War Department, January 30, 1919).

Major J. J. F. STEINER, 1st Battalion, 2nd Engineers:

For extraordinary heroism in action near Medeah Farm, France, 9 October, 1918.

In command of his battalion in the front line, Major Steiner personally conducted a reconnaissance. Exposed to enemy fire, he obtained valuable information, after other patrols had failed. An attack was then organized in which two machine guns were captured and a dangerous salient eliminated.

Sergeant 1st Class ALBERT M. BERLANDER, Company "D," Second Engineers:

For extraordinary heroism in action near Attigny, France, 15 October, 1918.

While making a reconnaissance of the Aisne River and the Ardennes Canal, in advance of the line of American outposts, Sergeant Berlander was wounded by a sniper's bullet. He called to his comrades in time to warn them and ordered them not to come to his assistance. By lying still until darkness came, he was able to continue his reconnaissance and return with valuable information.

First Sergeant MACK C. BYRD, Company "D," 2nd Engineers:

For extraordinary heroism in action near Bois de Belleau, France, June 3, 1918.

Although badly wounded, and suffering intense pain, Sergeant Byrd refused evacuation, remaining and assisting his commanding officer throughout the operations.

Corporal ONAL M. COPE, (156607) Company "C," Second Engineers:

For extraordinary heroism in action Near VAUX, France, 1-4 July, 1918.

Acting as a runner during the entire period, Corporal Cope volunteered and carried messages, making eight trips one night, exposed at all times to high explosives and gas shells and machine gun fire.

Sergeant JOSEPH GALLO, Company "A," 2nd Engineers:

For extraordinary heroism in action near Vaux, France, 1 July, 1918.

He showed great bravery and energy and exceptional presence of mind in leading his platoon through a heavy barrage fire to reinforce a weakened section of the line. Further, after the capture of a hill which was his objective, he pursued a German officer, although exposed to heavy fire, captured him, took away his arms and brought him back a prisoner.

Private LOUIS D. GOODRICH, Company "A," 2nd Engineers:

For the following act of gallantry:

On June 9, 1918, voluntarily carried an important message from Lucy-le-Bocage to Bouresches, in daylight, along an open road between the lines exposed to small arms fire.

Private JEFFERSON HOLT, Med. Det., 2nd Engineers:

Private CHARLES RAFFINGTON, Med. Det., 2nd Engineers:

For the following act of gallantry:

During the day and night of 2-3 June, 1918, they exposed themselves to severe and continuous fire beyond call of duty in order to bring aid to wounded Engineers and Marines.

Corporal SIMPSON LEVAN, Company "A," 2nd Engineers:

For extraordinary heroism in action between Monnaux and Vaux, France, 1-3 July, 1918.

Although wounded in the head and left leg by a high explosive shell, which fact he concealed from his officers, Corporal Levan continued forward with his company. While thus wounded he led his platoon under heavy fire, from Moneaux to Vaux, during three days of hard and constant fighting, effectively discharging his duties until exhausted.

Second Lieutenant JOHN C. MILLER, ERC, 2nd U. S. Engineers:

For the following act of bravery:

About midnight 19-20 June, 1918, near Lucy-le-Bocage, with a few volunteers entered a woods heavily shelled and gassed and recovered two wounded members of his platoon.

First Lieutenant H. C. MOLESBERRY, 2nd Engineers:

For the following act of gallantry:

In the vicinity of Le Thiolet, on the night of 6-7 June, 1918, he courageously took command of, and efficiently directed the advance of an infantry unit, when all its officers had been killed or wounded.

Corporal JOSEPH D. SANDERS, Company "D," 2nd Engineers:

For extraordinary heroism in action near Chateau Thierry, France, 3 June and 13 June, 1918.

In command of an important outpost, Corporal Sanders, exposed himself to rifle and shell fire to better observe the movements of the enemy. He was knocked unconscious by shell burst, but returned to his post immediately upon regaining consciousness. On 13 June he carried a wounded officer, thru an intense barrage to a dressing station.

Major W. A. SNOW, 2nd Engineers:

For extraordinary heroism in action in the Belleau Woods, France, 12-15 June, 1918.

In order to consolidate the position of his brigade, Major Snow personally led one company of his battalion thru a heavy barrage. After passing thru the barrage he discovered that part of the company had become separated because of the violent fire. He returned thru the barrage and in so doing was wounded in the neck. After having his wound dressed at the aid station he refused to go to the rear, but went back and conducted the remainder of the men thru the barrage. Despite his wound he remained on duty for sixteen hours until ordered to the rear.

Private WILLIAM J. STEIMEL, Company "D," 2nd Engineers:

For extraordinary heroism in action near Bois de Belleau, France, 12 June, 1918.

Although wounded in several places by an enemy hand grenade, Private Stelmel refused to go to the rear until his mission was completed. After receiving first aid, he again returned to the front line, although the entire line was at that time being subjected to a severe shelling.

C.—DISTINGUISHED SERVICE MEDAL

WILLIAM A. MITCHELL, Colonel, Engineer Corps, United States Army:

For exceptionally meritorious and distinguished services. Having taken command of the 2nd Engineers just prior to the Battle of Soissons, he served with distinction as the leader of this regiment until the close of hostilities. Under his skillful direction, his regiment successfully accomplished all the important technical missions assigned to it. His high military attainments were reflected by its efficiency in combat operations. Subsequent to the armistice, he continued to render important services to the American Expeditionary Forces as Chief of Engineers of the 8th Army Corps.

C.—LEGION OF HONOR

WILLIAM A. MITCHELL, Colonel, 2nd Regiment of Engineers, awarded decoration of

Officer of the Legion of Honor for the following services rendered:

During the attack of that division to the southwest of Soissons the 19th July, 1918, has shown remarkable skill and great valor in checking with his regiment then in support a counter-attack of the enemy prepared against our very exposed flank. Thanks to his promptness in seeing the danger, to his courage in decision, and to the vigorous measures taken by him, a possible disaster was avoided.

D.—CROIX DE GUERRE (With Palm)

ORDER OF THE ARMY

Captain THEODORE WYMAN, 2nd Battalion, 2nd Engineers:

At ST. ETIENNE-a-ARNES, from October 8th to 10th, 1918, he showed great bravery and leadership in the organization of our advancing lines. He personally conducted a reconnaissance along the front line in order to establish liaison with troops on the right whose front changed several times. (Order No. 11,722 "D"—Army—).

Sergeant JOHN J. O'BRIEN, No. 156804, Company "D," 2nd Engineers:

On October 6th, 7th and 8th, 1918, at ST. ETIENNE-a-ARNES, while acting as a member of a reconnaissance detail, he courageously and fearlessly exposed himself to heavy fire and sniping while reconnoitering for bridge locations and enemy positions. (Order No. 11,722 "D"—Army—).

Colonel WILLIAM A. MITCHELL, Commanding the 2nd Engineers:

Distinguished himself by his bravery in the course of numerous reconnaissances, under heavy bombardments. His skillful arrangements largely contributed to the success of the Division in the Blanc Mont region. (Order No. 12,247 "D"—Army—).

Second Lieutenant JAMES V. SLADE, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly led a reconnoitering patrol on the front lines and established liaison between separated units of Infantry. This during heavy shell fire and sniping. (Order No. 11,722 "D"—Army—).

Master Engineer JOHN H. WHITE, No. 157443, 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 8th, 1918, he displayed great bravery in making a reconnaissance, reporting very useful information to his Commanding Officer. He was wounded. (Order No. 11,722 "D"—Army—).

Private 1st Class WILLIAM C. WILSON, No. 5895, Medical Department, 2nd Engineers:

On October 9th, 1918, north of MEDEAH FARM, he fearlessly exposed himself to heavy shell fire and assisted his Medical Officer to extricate occupants of the Battalion Aid Station, which had received a direct hit. (Order No. 11,722 "D"—Army—).

Captain TUCKER S. WYCHE, Company "A," 2nd Engineers:

On October 9th, 1918, at ST. ETIENNE-a-ARNES, he made a reconnaissance of the position of an advanced post, in broad daylight, in a woods exposed to heavy artillery fire and covered by machine gun fire. During this reconnaissance, having met an enemy patrol, he offered resistance while giving an alarm and until reinforcements had arrived. (Order No. 11,722 "D"—Army—).

Sergeant JAMES T. CONDON, No. 157232, Company "F," 2nd Engineers:

From October 8th to 10th, 1918, at ST. ETIENNE-a-ARNES, while in charge of patrol details, he fearlessly exposed himself to heavy fire and drove the enemy from the ravine in front of the company position. (Order No. 11,722 "D"—Army—).

Major W. A. SNOW, 2nd Engineers:

He displayed extraordinary courage and coolness in conducting a Company from his Battalion through a heavy artillery barrage, in order to consolidate the position of the Brigade. Discovering that part of the Company had been unable to pass through the barrage, he returned for it, being wounded while doing so. Receiving first aid at a dressing station, he refused to be evacuated to a hospital, and remained at his post for sixteen hours after being wounded. (Order No. 16,700 "D"—Army—).

Sergeant WILLIS W. MacCORKLE, No. 156102, Company "A," 2nd Engineers:

On October 8th, 1918, at ST. ETIENNE-a-ARNES, while commanding a half platoon, he was seriously wounded in the leg; in spite of his wounds he insisted on helping to carry his wounded platoon commander, thus making it unnecessary to remove an unwounded man from the line. (Order No. 11,722 "D"—Army—).

Private LOUIS D. GOODRICH, Company "A," 2nd Engineers:

On June 9, 1918, he voluntarily carried an important message from Lucy-le-Doeage to Bouresches, in daylight, along an open road between the lines exposed to small arms fire.

Private JOHN F. MENDONSA, Company "F," 2nd Engineers:

On July 19, 1918, near VIERZY, during heavy shell fire he crawled over the parapet to bring in a wounded French soldier; continuing to expose himself to the discharge of his duty until wounded and evacuated.

First Lieutenant JESSE GOVER, Company "B," 2nd Engineers:

On July 19, 1918, near VIERZY, he displayed great courage and coolness in leading his men in action; and after being wounded, refused treatment until after other wounded had been treated.

D.—CROIX DE GUERRE (With Gold Star)
ORDER OF THE ARMY CORPS

Lieutenant JAMES O'NEIL, Company "E," 2nd Engineers:

Near ST. ETIENNE-a-ARNES, on October 9th and 10th, 1918, by his bravery and coolness, maintained his position. He was constantly going from man to man, cheering them and otherwise helping them, always under heavy shell fire and exposed to snipers. (Order No. 12,461 "D"—Army Corps—).

Private ERWIN E. SHEPARD, No. 2309679, Company "C," 2nd Engineers:

On October 9th, 1918, near MEDEAH FARM, he showed extraordinary bravery in crawling forward under heavy machine gun fire and assisted in bringing a wounded comrade to safety. (Order No. 17,466 "D"—Army Corps—).

Corporal THOMAS D. SAUNDERS, No. 156126, Company "A," 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 8th, 1918, he bravely conducted a patrol under heavy enemy fire. During the night, he made a reconnaissance close to the enemy, of the position which his section was to occupy in the front, and returning, conducted it to that position. (Order No. 12,461 "D"—Army Corps—).

Sergeant LEON SMITH, No. 156545, Company "C," 2nd Engineers:

Near MEDEAH FARM, he reconnoitered the position of a machine gun nest, and on his return located two enemy machine guns, put them in order and installed them in the front line position. He also assisted his Lieutenant in directing his platoon during the battle. (Order No. 12,461 "D"—Army Corps—).

Sergeant JULE S. RYMER, No. 157373, Company "F," 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 8th, 1918, while in charge of a patrol, he, by his splendid example to his men under heavy enemy fire, succeeded in driving the enemy from in front of the company's position. (Order No. 12,461 "D"—Army Corps—).

Sergeant WILLIAM J. STEIMEL, No. 156875, Company "D," 2nd Engineers:

From October 3rd to 8th, 1918, north of SOMME PY, while in charge of an advance artillery detail, he fearlessly exposed himself to heavy artillery and machine gun fire, and efficiently constructed roads and made excellent reconnaissances for the artillery. (Order No. 12,461 "D"—Army Corps—).

Corporal HARRY WILSON, No. 156763, Company "D," 2nd Engineers:

From October 8th to 10th, 1918, near MEDEAH FARM, he greatly assisted his platoon commander in leading his platoon, and encouraged the men in resisting patrols and maintaining calmness throughout the whole front line. He repeatedly refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post. (Order No. 12,461 "D"—Army Corps—).

Lieutenant S. C. WATKINS, Company "E," 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 9th and 10th, 1918, he continually exposed himself to heavy artillery and machine gun fire. He also repaired a German machine gun and employed it against the enemy. (Order No. 12,461 "D"—Army Corps—).

Sergeant ALBERT M. BERLANDER, Company "D," 2nd Engineers:

On October 15th, 1918, in command of a reconnoitering party, he fearlessly exposed himself to sniping in order to obtain information in regard to the location of proposed bridges across the Aisne river and canal between GIVRY and ATTIGNY. Although wounded and forced to lay hidden for hours, he obtained information of very great value. (Order No. 12,461 "D"—Army Corps—).

Private JOHN A. DOOGS, No. 653868, Company "C," 2nd Engineers:

On October 9th, 1918, near MEDEAH FARM, he showed extraordinary bravery in crawling forward under heavy machine gun fire and assisted in bringing a wounded comrade to safety. (Order No. 17,466 "D"—Army Corps—).

Private 1st Class CARL GUSTAFSON, No. 156704, Company "C," 2nd Engineers:

On October 8th and 9th, 1918, near MEDEAH FARM, he showed great bravery and devotion to duty in constantly carrying messages through a sector which was heavily shelled and subjected to machine gun fire and infested with snipers. (Order No. 12,461 "D"—Army Corps—).

Lieutenant L. M. CHASE, 2nd Battalion, 2nd Engineers:

During the period from October 3rd to 10th, 1918, while attached to an artillery brigade, he showed exceptional zeal and ability in the execution of his duty. He gathered together some machine guns and manned them with his own men in order to ward off a threatened counter-attack. Under extreme danger from heavy enemy fire, he successfully repaired a bridge which enabled the artillery to advance. This at SOMME PY, France. (Order No. 12,461 "D"—Army Corps—).

Sergeant ARTHUR H. BREWER, No. 156401, Company "A," 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 8, 1918, he showed great courage in commanding a patrol under heavy enemy fire. During the night, he made a reconnaissance of the position in the front line his section was to occupy, and then conducted his section to that position. (Order No. 12,461 "D"—Army Corps—).

Miss CORNELLA COLT DAVIS, Y. M. C. A., 2nd Engineers:

At SOMME PY, France, from October 5th to 10th, 1918, she showed great devotion to duty and utter disregard for personal danger in constantly caring for wounded while under heavy shell fire. (Order No. 12,464 "D"—Army Corps—).

Sergeant JACOB BREWSTER, No. 157219, Company "F," 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 8th to 10th, 1918, while in charge of three different patrols, he obtained much valuable and important information, under heavy artillery and infantry fire. (Order No. 12,461 "D"—Army Corps—).

Corporal ALFRED BRADBURY, No. 156208, Company "A," 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 8, 1918, he carried messages all through the night, under very heavy fire and dangerous conditions, and showing remarkable courage and coolness. (Order No. 12,461 "D"—Army Corps—).

Corporal ONAL M. COPE, Company "C," 2nd Engineers:

Acting as a runner, he volunteered and carried messages, making eight trips one night, exposed at all times to high explosives and gas shells and machine gun fire. This near VAUX, France, July 1-4, 1918. (Order No. 17,466 "D"—Army Corps—).

First Lieutenant F. H. HERRMAN, 2nd Engineers:

On July 19, 1918, near VIERZY, he established a dressing station and labored unceasingly for ten hours, without stopping for meals or rest, and fearlessly left the dressing station to go into the open, exposed to heavy shell fire, in order to perform his work properly. (Order No. 14,337 "D"—Army Corps—).

First Lieutenant H. B. EATON, 2nd Engineers:

On July 19, 1918, near VIERZY, he established a dressing station and labored unceasingly for ten hours, without stopping for meals or rest, and fearlessly left the dressing station to go into the open, exposed to heavy shellfire, in order to perform his work properly. (Order No. 14,337 "D"—Army Corps—).

Private ELMER E. BARTLETT, JR., No. 2405377, Company "C," 2nd Engineers:

On October 9th, 1918, near MEDEAH FARM, he showed extraordinary bravery in crawling forward under heavy machine gun fire and assisted in bringing a wounded comrade to safety. (Order No. 17,466 "D"—Army Corps—).

First Lieutenant W. A. FOERTMEYER, 2nd Engineers:

On July 19, 1918, near VIERZY, he established a dressing station and labored unceasingly for ten hours, without stopping for meals or rest, and fearlessly left the dressing station to go into the open, exposed to heavy shellfire, in order to perform his work properly. (Order No. 14,337 "D"—Army Corps—).

D.—CROIX DE GUERRE (With Silver Star)
ORDER OF THE DIVISION

Major J. J. F. STEINER, 2nd Engineers:

On October 8th and 9th, 1918, he greatly distinguished himself by his bravery near ST. ETIENNE-a-ARNES, making a very dangerous reconnaissance under heavy fire of artillery and machine guns. (Order No. 13,372 "D"—Division—).

Sergeant ALEXANDER H. STEPHENS, No. 156775, Company "D," 2nd Engineers:

From October 3rd to 8th, 1918, near SOMME PY, while in charge of an engineer detail with the artillery, he showed exceptional bravery in making advance road reconnaissances under heavy artillery fire and one pounders in order to keep the way open for the artillery advance. (Order No. 13,372 "D"—Division—).

Captain LESTER C. SMITH, 2nd Engineers:

On October 6th, 1918, near ST. ETIENNE-a-ARNES, he exposed himself with great coolness and courage under a heavy artillery and machine gun fire, while making a reconnaissance of the front line positions. He returned with much accurate and valuable information. (Order No. 13,372 "D"—Division—).

Sergeant JAMES A. CASBURN, No. 156543, Company "C," 2nd Engineers:

On October 8, 1918, near MEDEAH FARM, under a heavy barrage, he established liaison with the unit occupying the right of the line of his company. This was very difficult as the location of the line was unknown. Upon completion of his mission, he reported the exact location to his Company Commander. He was severely wounded. (Order No. 13,372 "D"—Division—).

Private CHARLES H. HAMM, No. 156485, Company "B," 2nd Engineers:

On October 9th and 10th, 1918, near MEDEAH FARM, while acting as runner, he constantly carried messages without delay, passing through barrage fire and sniping, and did at all times display a fearless devotion to duty deserving the highest praise. (Order No. 13,372 "D"—Division—).

Bugler VERNE V. CALDWELL, No. 156678, Company "C," 2nd Engineers:

On October 8th and 9th, 1918, while acting as runner, he carried messages continually through a heavy barrage of artillery, between the Company P. C. and Battalion P. C., and between units on the right and left of the company. (Order No. 13,372 "D"—Division—).

Private WILLIAM LEWIS, No. 301489, Company "F," 2nd Engineers:

From October 8th to 10th, 1918, at ST. ETIENNE-a-ARNES, as a runner, he showed wonderful coolness and fidelity to duty in carrying messages to and from the front lines, under continual exposure to heavy shell and machine gun fire. His work was of immense value in advancing the lines of his company. (Order No. 13,372 "D"—Division—).

Lieutenant SYLVESTER KEARNS, Company "B," 2nd Engineers:

On October 8th and 9th, 1918, near MEDEAH FARM, under a heavy bombardment, he fearlessly established outposts, constantly visiting them, encouraging and heartening the men by his example. (Order No. 13,372 "D"—Division—).

Bugler HAROLD F. DOWNEY, No. 156228, Company "C," 2nd Engineers:

On October 8th and 9th, 1918, near MEDEAH FARM, he carried messages continually through a barrage of shell and machine gun fire as well as sniping, between Company and Battalion Headquarters and units on the right and left of the company. (Order No. 13,372 "D"—Division—).

Private ALLISON REID, No. 156285, Company "A," 2nd Engineers:

Near MEDEAH FARM, on October 8th and 9th, 1918, he showed great bravery and fidelity in constantly carrying messages through a sector which was continually under heavy bombardment. (Order No. 13,372 "D"—Division—).

Private 1st Class JAMES ROBINSON, No. 156866, Company "D," 2nd Engineers:

On October 3rd, 1918, at SOMME PY, while a member of a wire cutting detail, he showed exceptional courage and initiative. The detachment commander had lost contact with his company, and Private Robinson, of his own initiative, left the detachment and crossed ground which was being swept by artillery and machine gun fire, and found the company. He then reported to the Battalion Commander, and offered to guide the detachment back to the company. (Order No. 13,372 "D"—Division—).

Private 1st Class WILLIAM LAMBRON, No. 157032, Company "B," 2nd Engineers:

On October 9th, 1918, near MEDEAH FARM, he voluntarily exposed himself to heavy enemy fire to assist litter bearers to find a dressing station. (Order No. 13,372 "D"—Division—).

Sergeant CHARLES E. NICKELS, No. 156943, Company "D," 2nd Engineers:

From October 7th to 9th, 1918, at ST. ETIENNE-a-ARNES, while a member of a reconnaissance party, whose mission was to obtain information regarding the enemy's positions and condition of the bridges, he displayed extraordinary courage in fearlessly exposing himself to heavy artillery and sniper fire. (Order No. 13,372 "D"—Division—).

Sergeant JAMES E. PINKSTON, No. 156552, Company "C," 2nd Engineers:

On October 8th, 1918, near MEDEAH FARM, under a heavy barrage fire, he established liaison with units on the left of his company under extremely difficult conditions. (Order No. 13,372 "D"—Division—).

Sergeant SAM T. POTEET, No. 157035, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, near ST. ETIENNE-a-ARNES, he distinguished himself in maintaining outpost under heavy artillery and machine gun fire. After being wounded, he refused to be evacuated. (Order No. 13,373 "D"—Division—).

Corporal CLARENCE W. SAYERS, No. 156418, Company "B," 2nd Engineers:

On October 6th, 1918, near ST. ETIENNE-a-ARNES, he fearlessly exposed himself to heavy shell and machine gun fire while making a reconnaissance of the front line positions. He returned with much accurate and valuable information. (Order No. 13,372 "D"—Division—).

Sergeant WILLIAM P. SCHWALL, No. 156108, Company "A," 2nd Engineers:

On October 8th, 1918, at ST. ETIENNE-a-ARNES, while in charge of a patrol whose mission was to see that the enemy had not penetrated our lines during the night succeeded, in spite of a heavy artillery fire, in locating the enemy's positions. (Order No. 13,372 "D"—Division—).

Private 1st Class BASIL H. SWEARINGEN, No. 156757, Company "C," 2nd Engineers:

On October 8th and 9th, 1918, as a runner, he continually carried messages through a barrage of shell and machine gun fire, between the Company and Battalion Headquarters and between units on the right and left of the Company. (Order No. 13,372 "D"—Division—).

Private 1st Class LLOYD W. ANSON, No. 156665, Company "C," 2nd Engineers:

During October 8th and 9th, 1918, while acting as runner, he carried messages continually through a barrage of artillery fire, between the Company P. C. and Battalion P. C., and also between the units on the right and left. (Order No. 13,372 "D"—Division—).

First Lieutenant HAROLD S. BARRONS, Company "F," 2nd Engineers:

From October 8th to 10th, 1918, he showed great leadership and courage in organizing a position in the cemetery at ST. ETIENNE-a-ARNES. He set a great example to his men by fearlessly exposing himself to machine gun and shell fire in order to organize and hold his position. (Order No. 13,372 "D"—Division—).

Lieutenant R. N. BENJAMIN, 2nd Engineers:

On October 6th, 1918, near SOMME-PY, while in command of a detail of wire-cutters, he displayed remarkable coolness and courage. Although wounded, he remained in command of his detail under heavy shell fire, refusing to leave his men during the performance of their work and in a dangerous position. (Order No. 13,372 "D"—Division—).

Sergeant JOSEPH SANDERS, Company "D," 2nd Engineers:

On July 19, 1918, near VIERZY, he fearlessly and continually exposed himself to danger in leading his men in action, encouraging the men by his example. (Order No. 14,945 "D"—Division—).

First Lieutenant G. R. KNIGHT, Company "C," 2nd Engineers:

On July 19, 1918, near VIERZY, he showed unusual coolness and bravery in leading his men to the attack, exposing himself to heavy artillery and machine gun fire. (Order No. 15,171 "D"—Division—).

Second Lieutenant G. B. WOODLE, Company "A," 2nd Engineers:

On July 19, 1918, near VIERZY, he showed remarkable courage and coolness in conducting his men through a heavy bombardment of artillery and machine guns; greatly encouraging his men by his example. (Order No. 15,039 "D"—Division—).

Lieutenant E. C. BALCH, 2nd Engineers:

On October 16th, 1918, at ATTIGNY, displayed distinguished bravery in fearlessly exposing himself to shell and machine gun fire and sniping to make a reconnaissance of the bridges across the Aisne. (Order No. 13,372 "D"—Division—).

Second Lieutenant JAMES V. SLADE, Company "E," 2nd Engineers:

During the action of July 19, 1918, near VIERZY, he took command of a section and displayed remarkable courage and coolness under a heavy artillery fire, thus encouraging his men. (Order No. 15,171 "D"—Division—).

Private WILLIAM C. WILSON, Medical Detachment, 2nd Engineers:

During the attack on VIERZY, July 19, 1918, he voluntarily established a first aid station in front of the position of the company, and faithfully and diligently cared for all wounded from nearby organizations. (Order No. 15,177 "D"—Division—).

Private 1st Class LEO V. BRAMWELL, Company "A," 2nd Engineers:

On July 19, 1918, near VIERZY, he showed remarkable coolness and courage while acting as runner during very heavy shellfire. (Order No. 14,945 "D"—Division—).

Second Lieutenant JOHN M. HOLLOWAY, 2nd Engineers:

On October 8th, 1918, at ST. ETIENNE-a-ARNES, under a violent barrage fire, he made a reconnaissance of the town, returning with valuable information. (Order No. 13,372 "D"—Division—).

Lieutenant GEORGE R. KNIGHT, Company "C," 2nd Engineers:

On October 8th and 9th, 1918, near MEDEAH FARM, being Platoon Commander, he refused, under a violent artillery barrage to take shelter. He personally reconnoitered a safer position for his platoon and conducted it there without losing a man. Afterwards, he courageously led a combat patrol against a machine gun nest. (Order No. 13,372 "D"—Division—).

Sergeant BENJAMIN H. FRAME, No. 157008, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly and faithfully performed his duties as gas non-commissioned officer, inspecting individual gas masks, while exposed to heavy artillery and machine gun fire. (Order No. 13,372 "D"—Division—).

Private PERCY W. ELDRIDGE, No. 157254, Company "F," 2nd Engineers:

From October 8th to 10th, 1918, at ST. ETIENNE-a-ARNES, he, without thought of self, under extremely heavy shell and machine gun fire, carried many highly important messages between the front lines. (Order No. 13,372 "D"—Division—).

Corporal WALTER R. BORG, No. 156601, Company "C," 2nd Engineers:

On October 8th and 9th, 1918, as a runner, he constantly carried messages through a heavy artillery barrage between the Company P.C. and Battalion P.C., and between units on the right and left. (Order No. 13,372 "D"—Division—).

Corporal ROY ANDERSON, Company "B," 2nd Engineers:

On July 19, 1918, near VIERZY, he showed especial coolness and bravery as a runner, carrying messages under heavy fire. (Order No. 14,945 "D"—Division—).

Corporal CHARLES W. GARR, No. 156821, Company "D," 2nd Engineers:

On October 7th, 1918, at ST. ETIENNE-a-ARNES, while doing reconnaissance work, he exhibited great bravery in fearlessly exposing himself to heavy fire and sniping in order to accomplish his work. (Order No. 13,372 "D"—Division—).

First Lieutenant L. M. CHASE, 2nd Engineers:

On July 19, 1918, near VIERZY, he fearlessly exposed himself to enemy artillery fire in order to encourage his men who were entrenched. (Order No. 15,171 "D"—Division—).

Second Lieutenant M. C. BYRD, Company "D," 2nd Engineers:

On July 19, 1918, near VIERZY, he fearlessly exposed himself to encourage his men who were in trenches, and he was continually under heavy artillery and machine gun fire. (Order No. 14,195 "D"—Division—).

D.—CROIX DE GUERRE (With Bronze Star)
ORDER OF THE BRIGADE

Second Lieutenant H. S. BARRONS, 2nd Engineers:

On July 19, 1918, near VIERZY, with a group of enemy machine guns on our left, he left the trenches to make a reconnaissance under heavy artillery and machine gun fire. (Order No. 15,166 "D"—Brigade—).

Corporal HENRY G. BURRELL, Company "F," 2nd Engineers:

On July 19, 1918, near VIERZY, through a heavy fire, he volunteered to carry water to the men in the trenches, and, although wounded, he continued at his work until the water was delivered. He then went to the first aid station and was evacuated to the hospital. (Order No. 15,253 "D"—Brigade—).

Private WILLIAM BREE, Company "E," 2nd Engineers:

During the action of July 19, 1918, near VIERZY, he continually exposed himself to enemy shellfire, although dazed by shell explosion. (Order No. 15,253 "D"—Brigade—).

Bugler VERNE V. CALDWELL, Company "C," 2nd Engineers:

On July 19, 1918, near VIERZY, he showed great bravery and devotion to duty in carrying wounded under heavy shellfire. (Order No. 15,253 "D"—Brigade—).

Private FRANK KEEGAN, Company "C," 2nd Engineers:

On July 19, 1918, near VIERZY, he fearlessly and continually exposed himself in the open in administering aid to the wounded and carrying them to the first aid station. (Order No. 15,253 "D"—Brigade—).

Bugler C. W. GARR, Company "D," 2nd Engineers:

On July 19, 1918, during the attack on VIERZY, he showed especial bravery and devotion to duty under heavy fire, encouraging the men by his example. (Order No. 15,166 "D"—Brigade—).

Corporal CHARLES L. LINCOLN, Company "D," 2nd Engineers:

On July 19, 1918, near VIERZY, he showed great bravery in remaining at his post under heavy machine gun fire. (Order No. 15,253 "D"—Brigade—).

Private WILBUR F. McCARTY, No. 157153, Company "E," 2nd Engineers:

On July 19th, 1918, near VIERZY, he displayed great courage and devotion to duty in voluntarily leaving his trench, under a heavy bombardment, in order to obtain water for his platoon. (Order No. 15,253 "D"—Brigade—).

Private DAVID JONES, Company "C," 2nd Engineers:

On July 19, 1918, near VIERZY, he showed great bravery and devotion to duty in carrying wounded under heavy shellfire. (Order No. 15,253 "D"—Brigade—).

D.—CROIX DE GUERRE
ORDER OF THE REGIMENT

Sergeant LAWRENCE A. AUSPOS, No. 156588, Company "C," 2nd Engineers:

From October 8th to 10th, 1918, near MEDEAH FARM, he greatly assisted his platoon leader in leading his platoon, encouraged the men in resisting patrols and maintaining calmness along the whole front line. He refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post. (Order No. 13,372 "D"—Regiment—).

Master Engineer BENJAMIN J. KINSEY, 2nd Engineers:

On October 17th, 1918, near ATTINGY, he displayed great coolness under violent enemy fire in making a reconnaissance of the enemy's positions. (Order No. 13,165 "D"—Regiment—).

Private EMIL E. BASTA, No. 1568409, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, while acting as a runner, he showed great bravery and devotion to duty under heavy fire of artillery and machine guns. (Order No. 13,166 "D"—Regiment—).

Lieutenant PETER J. BATTEN, 2nd Engineers:

On October 8th to 10th, 1918, while in charge of a platoon, he showed great bravery and leadership during the occupation of ST. ETIENNE-a-ARNES. His excellent work in gaining and keeping contact with a detachment of troops on his right, which was constantly changing its position, all under heavy shell fire, enabled him to gain his objective with few losses and in a short time. (Order No. 13,165 "D"—Regiment—).

Sergeant WILLIAM L. BENNETT, No. 156335, Company "B," 2nd Engineers:

On October 8th and 9th, 1918, near MEDEATH FARM, he did, on two occasions, conduct a patrol through barrage fire and sniping, reconnoitre a gap in our front line positions and establish liaison between units of the 1st Battalion. (Order No. (?)).

Second Lieutenant CYRIL COURTURE, 2nd Engineers:

On October 18th, 1918, at ATTIGNY, displayed distinguished bravery in exposing himself to shell and machine gun fire and sniping, in making a reconnaissance and taking photographs of the bridges across the Aisne, continuing this work for two hours after he was wounded, this being necessary in order to obtain the desired information. (Order No. (?)).

Sergeant JOHN M. DILLON, No. 156541, Company "C," 2nd Engineers:

From October 8th to 10th, near MEDEAH FARM, he greatly assisted his platoon commander and encouraged the men in resisting patrols and maintaining calmness throughout the whole front line. He repeatedly refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post. (Order No. 13,165 "D"—Regiment—).

Sergeant GEORGE HAMMER, Company "E," 2nd Engineers:

On October 13th and 14th, 1918, near ATTIGNY, exposed himself to the enemy in making a reconnaissance in advance of our lines, along the canal and river Aisne, reporting very useful and accurate information of our own and enemy positions. (Order No. 13,165 "D"—Regiment—).

Master Engineer GEORGE P. SIMPSON, 2nd Engineers:

On October 14th, 1918, displayed great coolness and courage in making a reconnaissance in GIVRY, in advance of our front lines. (Order No. 13,165 "D"—Regiment—).

Master Engineer WILLIAM THOMPSON, 2nd Engineers:

On October 17th, 1918, near ATTIGNY, he displayed great coolness under violent enemy fire in making a reconnaissance of the enemy's positions. (Order No. (?)).

Corporal WILLIAM T. PAGEN, No. 156515, Headquarters Detachment, 2nd Engineers:

Near ST. ETIENNE-a-ARNES, on October 9th, 1918, he courageously exposed himself to an intense shell fire in order to go to the aid of a sentinel whom he believed to be wounded. (Order No. 13,165 "D"—Regiment—).

Corporal ALVIN F. PARRISH, No. 1627221, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly conducted patrols and reconnoitering parties into the enemy's territory while under heavy shell and sniper fire. He gained much valuable and accurate information of the enemy's lines. (Order No. 13,165 "D"—Regiment—).

Second Lieutenant GEORGE B. WOODLE, Company "A," 2nd Engineers:

Near ST. ETIENNE-a-ARNES, while commanding a platoon, he went to the aid of a company under heavy enemy fire. He disposed of his platoon in such manner that the position held, and the company was greatly reinforced. (Order No. 13,165 "D"—Regiment—).

Sergeant GARRETT D. WOODSIDE, No. 156570, Company "C," 2nd Engineers:

From October 8th to 10th, 1918, near MEDEAH FARM, he greatly assisted his platoon commander in leading his platoon, and encouraged the men in resisting patrols and maintaining calmness throughout the whole front line. He repeatedly refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post. (Order No. 13,165 "D"—Regiment—).

Corporal THOMAS VANHOY, No. 157102, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly and intelligently performed outpost duty and engaged and held off enemy snipers, while under severe artillery fire.

Lieutenant J. J. WALL JR., Company "A," 2nd Engineers:

On October 8th, 1918, at ST. ETIENNE-a-ARNES, commanding a platoon he reinforced, under great difficulty, the 141st Infantry in the front line and engaged in combat with the enemy. Due to his initiative, the position held was greatly reinforced. (Order No. 13,165 "D"—Regiment—).

Captain J. A. SARGENT, Headquarters, 2nd Engineers:

On October 6th, 1918, near ST. ETIENNE-a-ARNES, he fearlessly exposed himself to heavy shell and machine gun fire and sniping, while making a reconnaissance of the front line positions. Captain Sargent returned with much accurate and valuable information.

Sergeant WILLIAM COTTINGHAM, No. 157236, Company "F," 2nd Engineers:

At ST. ETIENNE-a-ARNES, from October 8th to 10th, 1918, while making a reconnaissance of the front lines, he displayed great courage and coolness. In order to obtain information, he exposed himself to heavy shelling and machine gun fire. The information he obtained was of great value.

Private CECIL HAINSWORTH, No. 157130, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly maintained outpost in the face of heavy artillery fire and keeping down enemy machine gun fire by the use of a captured machine gun.

Sergeant THOMAS J. McCORMICK, No. 156633, Company "C," 2nd Engineers:

From October 8th to 10th, 1918, at MEDEAH FARM, he greatly assisted his platoon commander in leading his platoon, and encouraged the men in resisting patrols and maintaining calmness throughout the whole front line. He repeatedly refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post.

Private GARNETTE LEAF, No. 301294, Company "F," 2nd Engineers:

Near ST. ETIENNE-a-ARNES, from October 8th to 10th, 1918, while acting as a runner, he, through exceptional bravery and fidelity to his duty, succeeded in maintaining liaison with various units of his organization. This under heavy enemy fire. (Order No. 13,165 "D"—Regiment—).

Sergeant ROBERT L. LEAHY, No. 157306, Company "F," 2nd Engineers:

At ST. ETIENNE-a-ARNES, from October 8th to 10th, 1918, while in command of a platoon, he displayed great leadership and coolness under very severe shell fire and exposed to snipers. Without regard for personal danger, he led his patrol, picking up snipers, and by his example of coolness and courage, he greatly aided his men in reaching their objective. (Order No. 13,165 "D"—Regiment—).

Sergeant JOHN E. LOUCKS, No. 157084, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, near ST. ETIENNE-a-ARNES, while under heavy shell and sniper fire, he fearlessly conducted reconnaissance patrols into enemy territory, thus gaining much accurate and useful information of the enemy's lines. (Order No. 13,165 "D"—Regiment—).

Private LEROY LOWDER, No. 157311, Company "F," 2nd Engineers:

From October 8th to 10th, 1918, at ST. ETIENNE-a-ARNES, as a runner, he, with wonderful courage and coolness under heavy shell and machine gun fire, carried many important messages between the different units of his organization. (Order No. 13,165 "D"—Regiment—).

Lieutenant F. H. HERRMAN, Medical Corps, 1st Battalion, 2nd Engineers:

On October 9th, 1918, near MEDEAH FARM, after extricating himself from the debris of his dressing station which had received a direct hit, he fearlessly exposed himself to the continued heavy shell fire, dug out another Medical Officer, and refused to take shelter until assured that all other occupants had been saved.

Lieutenant H. L. HOCK, 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, while acting as Battalion Gas Officer, he, by his coolness and courage, set a fine example during a gas attack, repeatedly testing for gas and carried very important messages and assisted in maintaining liaison with other troops regardless of personal danger. (Order No. (?)—).

Sergeant THOMAS GRAN, No. 157274, Company "F," 2nd Engineers:

At ST. ETIENNE-a-ARNES, from October 8th to 10th, 1918, he displayed exceptional courage and coolness while making a reconnaissance of the front lines under a violent fire of artillery, exposing himself at the same time to heavy machine gun fire. In spite of these difficult conditions, he obtained important information. (Order No. 13,165 "D"—Regiment—).

Private CARL NYGARD, No. 157090, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly exposed himself to heavy artillery and machine gun fire while making a reconnaissance of the enemy's front line positions. (Order No. 13,165 "D"—Regiment—).

Sergeant NEIL H. McINTYRE, No. 156566, Company "C," 2nd Engineers:

From October 8th to 10th, 1918, near MEDEAH FARM, he greatly assisted his platoon commander in leading his platoon, and encouraged the men in resisting patrols and maintaining calmness throughout the whole front line. He repeatedly refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post. (Order No. 13,165 "D"—Regiment—).

Corporal JOSEPH G. RALLS, No. 156641, Company "C," 2nd Engineers:

From October 8th to 10th, 1918, near MEDEAH FARM, he greatly assisted his platoon commander in leading his platoon, and encouraged the men in resisting patrols and maintaining calmness throughout the whole front line. He repeatedly refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post.

Sergeant FENN B. NEWELL, No. 156115, Company "A," 2nd Engineers:

On October 9th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly exposed himself to heavy shell and machine gun fire while making a reconnaissance of the enemy's front line position. The information he received was of much use during the advance of the company.

Sergeant CHARLES E. NEWLAND, No. 157335, Company "F," 2nd Engineers:

From October 8th to 10th, 1918, near ST. ETIENNE-a-ARNES, while acting with a reconnaissance party, he displayed great courage and coolness and succeeded in obtaining very valuable information. This under very heavy shell and machine gun fire. His example to the other men was of great assistance in completing their work. (Order No. 13,165 "D"—Regiment—).

Corporal WILLIAM N. STRICKLAND, No. 156755, Company "C," 2nd Engineers:

From October 8th to 10th, 1918, near MEDEAH FARM, he greatly assisted his platoon commander in leading his platoon, and encouraged the men in resisting patrols and maintaining calmness throughout the whole front line. He repeatedly refused to take shelter during heavy machine gun fire in order to pass up and down the lines and see that everyone was at his post.

Sergeant BOYD SPANGLER, No. 157396, Company "F," 2nd Engineers:

From October 8th to 10th, 1918, at ST. ETIENNE-a-ARNES, while acting as a reconnaissance man, he fearlessly exposed himself to severe shell and machine gun fire in order to obtain the desired information. The data he obtained proved of great importance in the company's advance.

Sergeant LAWRENCE E. WILKINSON, No. 156536, Company "B," 2nd Engineers:

On October 6th, 1918, near ST. ETIENNE-a-ARNES, he fearlessly exposed himself to heavy shell and machine gun fire and sniping, while making a reconnaissance of the front line positions. He returned with much accurate and valuable information.

Sergeant FRED A. HOWARD, No. 157289, Company "F," 2nd Engineers:

On October 10th, 1918, at ST. ETIENNE-a-ARNES, while acting alone, he fearlessly exposed himself to enemy fire to locate relief troops which were reported on the way in.

Sergeant JOHN D. DRURY, No. 157015, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, at ST. ETIENNE-a-ARNES, he displayed great coolness and courage; maintaining the morale of his men for two days and nights, under heavy artillery and machine gun fire. (Order No. 13,165 "D"—Regiment—).

Private LLOYD ELLER, No. 654059, Company "B," 2nd Engineers:

On October 8th, 1918, near MEDEAH FARM, he fearlessly exposed himself to shell fire, of the intensity to amount to a barrage, in order to assist wounded men.

Sergeant FRANK L. COURTNEY, No. 156320, Company "B," 2nd Engineers:

On October 9th, 1918, at ST. ETIENNE-a-ARNES, he fearlessly exposed himself to heavy enemy fire while making a reconnaissance of the enemy's positions. He returned with valuable information.

Sergeant 1st Class CHARLES W. DIXON, No. 156993, Company "E," 2nd Engineers:

On October 9th and 10th 1918, near ST. ETIENNE-a-ARNES, while under heavy shell and sniper fire, he cheerfully and courageously performed his duties and gained much accurate and useful information through reconnaissances.

Lieutenant HENRY W. CLARK, 2nd Battalion, 2nd Engineers:

While acting as Battalion Adjutant, he assumed command of the Battalion after the Battalion Commander had been killed, and in a very efficient manner, handled troops and effected reliefs during a gas attack by the enemy, going to different parts of the line and maintaining liaison, and setting an example by his fearless courage and coolness. This at ST. ETIENNE-a-ARNES, October 9th and 10th, 1918.

Lieutenant EDGAR D. GREENE, Company "F," 2nd Engineers:

Near ST. ETIENNE-a-ARNES, during the night of October 8th, 1918, he made a very successful reconnaissance along the front lines while exposed to heavy artillery and machine gun fire; the results he obtained proved of great importance in the advance. (Order 13,165 "D"—Regiment—).

Sergeant KRAUTH CRESSMAN, No. 156137, Company "A," 2nd Engineers:

At ST. ETIENNE-a-ARNES, on October 8th, 1918, under heavy enemy fire, he personally distributed hot food and coffee to the men of his company and of other companies as well. (Order No. 13,165 "D"—Regiment—).

Sergeant FRANK J. DALTON, No. 156995, Company "E," 2nd Engineers:

On October 9th and 10th, 1918, near ST. ETIENNE-a-ARNES, he guided and controlled his men, and by his coolness and courage kept their morale and fighting spirit at a high standard; this under bombardment almost amounting to a barrage and under very heavy machine gun fire. (Order No. 13,165 "D"—Regiment—).

E.—CITATIONS OF DISTINGUISHED SERVICE CERTIFICATE

Private LEVERT N. KELLER, Company "A," 2nd Engineers:

For distinguished and meritorious service in action at Letanne, France, 10 November, 1918.

Private CHARLES ANUSZEWSKI, Company "A," 2nd Engineers:

For distinguished and meritorious service in action at Letanne, France, 10 November, 1918.

Mess Sergeant KRAUTH CRESSMAN, Company "A," 2nd Engineers:

For distinguished and meritorious service in action at Medeah Farm, France, 9 October, 1918.

Private 1st Class WILLIAM LAMBRON, Company "B," 2nd Engineers:

For distinguished and meritorious service in action at Medeah Farm, France, 9 October, 1918.

Sergeant WALTER E. SCHASHT, Company "C," 2nd Engineers:

For distinguished and meritorious service in action at Blanc Mont, France, 9 October, 1918.

Private 1st Class WILLIAM C. WILSON, Medical Department, 1st Battalion, 2nd Engineers:

For distinguished and meritorious service in action at Medeah Farm, France, 9 October, 1918.

First Lieutenant L. M. CHASE, 2nd Engineers:

For distinguished and meritorious service in action at Thiaucourt, France, 12-17 September, 1918.

First Lieutenant ALLAN BURTON, Company "A," 2nd Engineers:

For distinguished and meritorious service in action at Vierzy, France, 19 July, 1918.

Second Lieutenant GEORGE B. WOODLE, Company "A," 2nd Engineers:

For distinguished and meritorious service in action at Vierzy, France, 19 July, 1918.

First Lieutenant H. S. BARRONS, 2nd Engineers:

For distinguished and meritorious service in action at Hill 142, France, 6-8 June, 1918.

Private 1st Class THEODORE G. BECKER, Company "C," 2nd Engineers:

For distinguished and meritorious service in action at Vaux, France, 1 July, 1918.

First Sergeant MACK C. BYRD, Company "D," 2nd Engineers:

For distinguished and meritorious service in action near Triangle Farm, France, 3 June, 1918.

Private 1st Class OSCAR G. FOERTSCH, Ordnance Department, 2nd Engineers:

For distinguished and meritorious service in action in the vicinity of Chateau Thierry, France, 1 June—9 July, 1918.

Private 1st Class HENRY MATTHEWS, Ordnance Department, 2nd Engineers:

For distinguished and meritorious service in action in the vicinity of Chateau Thierry, France, 1 June—9 July, 1918.

Private 1st Class BROUSLAW A. MESOZK, Ordnance Department, 2nd Engineers:

For distinguished and meritorious service in action in the vicinity of Chateau Thierry, France, 1 June—9 July, 1918.

Corporal MILES NEUSSE, Company "E," 2nd Engineers:

For distinguished and meritorious service in action at Lucy-le-Bocage, France, 23 June, 1918.

Major WILLIAM A. SNOW, 2nd Engineers:

For distinguished and meritorious service in action at Lucy-le-Bocage, France, 2-13 June, 1918.

Sergeant FRANK P. STANLEY, Company "D," 2nd Engineers:

For distinguished and meritorious service in action at Bois de Belleau, France, 12 June, 1918.

Colonel WILLIAM A. MITCHELL, 2nd Engineers:

For exceptionally meritorious and conspicuous services as Commander of 2nd Engineers.

F.—LETTERS OF COMMENDATION

The following letter was received, commending the work of the men of Company "D" who did special work with the artillery:

Headquarters, 12th Field Artillery,
American Expeditionary Forces,
France, 20th Sept., 1918.

FROM: Commanding Officer, 12th Field Artillery.
TO: Commanding General, 2nd Division, American E. F.
SUBJECT: Work of 2nd Engineers.

1. I wish to call the attention of the Division Commander to the valuable services rendered this organization by a detachment of the 2nd Engineers, during the offensive of September 12th, 1918.

2. A detachment of 24 men, 2nd Engineers, attached to the 12th Field Artillery, by its prompt and efficient work, constructed a road through no man's land, over a complicated trench system, thus enabling our Batteries to closely follow the infantry and take position in time to properly accomplish their barrage mission.

(Signed)

JOHN A. HOLABIRD,
Lieut. Colonel, 12th Field Artillery.

JAH/ghg

1st Ind.

HQ, 2nd F. A. Brigade, 20th Sept., 1918—To C. G. 2nd Division. American E. F. France.

1. Forwarded, inviting attention to the above letter. The Engineers attached to this Brigade during the recent attack did excellent work. They displayed an energy and efficiency that completely won the hearts of their artillery brothers in arms.

(Signed)

A. J. BOWLEY,
Brigadier General, N. A.
Commanding.

2nd Ind.

201.1 (Commendation)
(Det. 2nd Engr)

Hq., Second Division, American E. F., September 22, 1918—To Commanding Officer, 12th Field Artillery, who will submit the names of the officers on duty with this detachment as well as the company or companies from which this detachment was drawn so that proper credit can be given to the individuals of this detachment.

By command of Major General Lejeune:
(Signed)

MADISON PEARSON,
Major, Infantry,
Adjutant.

MP/vl

3rd Ind.

Commanding Officer, 12th Field Artillery, Am. E. F., 28th Sept., 1918, To the Commanding General, 2nd Division, Am. E. F.:

1 The detachment referred to was composed of men of Companies "A" and "D" 2nd Engineers under command of 1st Lieutenant L. M. Chase, Company "D," 2nd Engineers.

(Signed)

JOHN A. HOLABIRD,
Lieut. Colonel, 12th Field Artillery.
JCR:hi

4th Ind.

Hq. 2nd Division, A. E. F., 15 October '18—To C. O., 2nd Engineers.

1. Inciting attention to letter of C.O., 12th F. A. A copy of this letter, in which the Division Commander fully concurs, will be furnished each officer and man of this detachment, and special privileges awarded them in the way of passes when the opportunity occurs.

By command of Major General Lejeune:
(Signed)

J. C. RHEA,
Colonel, General Staff,
Chief of Staff.

The following are the names of the men referred to in letter from Commanding Officer, 12th Field Artillery. Through error, the number of men composing the detail was given at 24, while the correct number should be 1 Officer and 28 men:

First Lieutenant LYMAN McE. CHASE (In Charge)

Sergeant WILLIAM STEIMEL	Private AXEL JOHNSON
Corporal ORVILLE A. DISNEY	Private MICHAEL F. MADDEN
Corporal FRANK EICHBERG	Private LOUIS BUTCHER
Corporal GEORGE A. HARTNETT	Private JOHN DARMSTEADTER
Private ALFUS F. LATTRELL	Private ALLEN BLOOD
Private HOWARD S. TURNER	Private ENNIS S. SUDDITH
Private ANTHONY M. BREWSTER	Private MALCOLM STATHAM
Private JOSEPH ANTONUCCI	Private ELDEN ARMSTRONG
Private FRANK KUEZMARSKI	Private CLARENCE W. ANDERSON
Private JOHN P. FITZGERALD	Private CHARLES KIEHL
Private FRANK P. BALLISTER	Private ALBERT J. MUTSCHLER
Private FRANK BOCHARD	Private JOSEPH YORKOVIC
Private SAMUEL J. SMITH	Wagoner FLARENCE CONSIDINE
Private JOHN R. THORNTON	Private FRANK NASCOMENTO

While he was on duty with the 2nd Engineers, Colonel Mitchell was four times recommended by the 2nd Division Commander or the Chief Engineer A. E. F. for promotion to the grade of Brigadier General. The following letter was received after he had left the regiment:

Headquarters Second Division (Regular)
American Expeditionary Forces
August 1, 1919.

From: Commanding General, 2nd Division

To: The Adjutant General, War Department, Washington, D. C.

Subject: Commendatory Report of the Services of Colonel William A. Mitchell, C. of E.

1. The 2nd Division, A.E.F., being now about to be disbanded, I desire to bring to the attention of the Adjutant General the distinguished war service of Colonel William A. Mitchell, C. of E., while serving under my command, and prior thereto.

2. Colonel Mitchell arrived in France in the spring of 1918, and was engaged in the performance of staff duties until July 5, 1918, when he joined the 2nd Division, having been detailed as the commanding officer of the 2nd Engineers, and Division Engineer Officer. He served in this capacity until November 20, 1918, when he was detached from the division.

3. He participated in the Aisne-Marne Offensive (Southwest of Soissons); and in the engagements in the Marbache sector; ST. MIHIEL, Blanc Mont Ridge, and Meuse-Argonne.

4. Colonel Mitchell showed himself to be, at all times, zealous, energetic, able, courageous and efficient, and gave himself completely to the performance of his highly important duties. I consider him to be fully qualified to command a combat brigade. He was recommended by me for the Distinguished Service Medal; the Cross of the Legion of Honor; and for promotion to the rank of Brigadier General.

JOHN A. LEJEUNE,
Major General, U. S. M. C.
Commanding.

HEADQUARTERS
SECOND REGIMENT OF ENGINEERS
American Expeditionary Forces.
18 November, 1918.

WAM/wtp
File

From: C. O., 2nd Engineers.

To: Chief of Engineers, FRENCH ARMY (through French Mission).

Subject: Lt. Pierre Oudiette.

1. It is desired to give some testimonial of the value of Lt. Pierre Oudiette of the 6th French Engineers, and to secure his promotion.

2. Lt. Oudiette has been with the 2nd Regiment of Engineers since February, 1918, and has always shown great zeal in the service. He has been with us through six campaigns, and the character of these campaigns can be shown by the fact that the regiment has been awarded the Croix de Guerre for its work in these campaigns. In every one of these campaigns, the work of Lt. Oudiette has been very satisfactory and he has always shown a desire to assist; likewise he has shown the knowledge, experience and ability which has assisted us very materially in increasing our efficiency.

3. Lt. Oudiette has always been courteous and affable in every way, and we have absolutely no complaint to make of him in a personal way. We are glad to testify to the fact that we are much pleased to have him with us and among us.

4. It is therefore recommended that, if entirely practicable, Lt. Pierre Oudiette be promoted in the French Army to the grade of Captain, as a reward for his excellent service to France and to the United States.

W. A. MITCHELL,
Colonel, Engineers,
Commanding.

G.—GENERAL AND SPECIAL COMMENDATIONS OF INDIVIDUALS
CITED IN DIVISION ORDERS

Second Lieutenant HAROLD S. BARRONS, 2nd Engineers:

In the BOIS DE BELLEAU, June 12, 1918, he led his platoon to the firing line through a heavy enemy barrage; then, learning that his company commander was wounded, he returned and brought up two other platoons, one at a time, passing three times through the barrage and preventing loss and disorganization of his company. (G.O. 47-A, 2nd Division).

First Sergeant MACK C. BYRD, 156766, Company "D," 2nd Engineers:

On the evening of June 3, 1918, while his company commander was at TRIANGLE FARM, he was shot through the left leg but refused to go to the hospital, preferring to attend to his duties although suffering great pain. (G.O. 47-A, 2nd Division).

Mess Sergeant PATRICK F. CROWLEY, Company "A," 2nd Engineers:

Displayed gallantry in action at the defense of a town occupied by our troops. He was one of the first to report at the town square when a counter-attack was made. A call for volunteers was made to support a Marines Machine gun out-post in a dangerous position, and he was the first to offer his services. Arriving at the out-post, he took charge of the volunteers, organized them and held the position against all attacks, remaining on the firing line until the following afternoon and by his courageous example raised and maintained the morale of the defenders. (G.O. 40, 2nd Division).

Private LOUIS D. GOODRICH, Company "A," 2nd Engineers:

He showed great devotion to duty and utter disregard for personal safety in voluntarily performing duties not required of him when he met a motorcycle driver from Battalion Headquarters with a message for the Commanding Officer of "A" Company who was waiting for darkness before attempting to deliver it. Private GOODRICH, having read the message and knowing it to be of great importance, volunteered to deliver it, and for the same reason disregarded all personal danger and took the LUCY-BOURESCHES road in open daylight all the way into town. This road for a distance of about one kilometer lies in No Man's Land, and although he was several times fired on, he kept on the road, wishing to deliver the message without delay and fearing to get lost if he went through the woods, which was a more circuitous though safer route. In addition to delivering the message, he gave Captain SPALDING a clear detail account of the conditions along the road that came under his observation. This on the 9th of June, 1918. (G.O. 44, 2nd Division).

Sergeant 1st Class JOSEPH GALLO, Company "A," 2nd Engineers:

He showed great bravery and energy and exceptional presence of mind in leading his platoon through a heavy barrage fire to reinforce the weakest portion of the line. Upon the capture of the hill, under heavy fire he pursued a German officer 100 yards, and after a hand-to-hand fight captured him and brought him back a prisoner. This near VAUX, July 1, 1919. (G.O. 53, 2nd Division).

Private JEFFERSON HOLT, Medical Detachment, 2nd Engineers:

Private CHARLES RAFFINGTON, Medical Detachment, 2nd Engineers:

These two men performed splendid and efficient work on the hill north of LUCY during the day and night of the 2nd-3rd of June, 1918, exposing themselves to severe and continuous fire beyond all call of duty, in order to aid the wounded of both Engineers and nearby Marines. (G.O. 47-A, 2nd Division).

Private ANTHONY G. KOLDOFF, 156719, Company "C," 2nd Engineers:

He exhibited extraordinary heroism in volunteering and carrying a message through extremely heavy machine gun and shellfire. This in action near CHATEAU-THIERRY, June 6-7, 1918. (G.O. 53, 2nd Division).

Corporal ROBY L. LOVELACE, Company "C," 2nd Engineers:

On the morning of July 2, 1918, after the attack on VAUX, he volunteered and went across the front line trenches into German dugouts, returning with valuable papers and maps under machine gun fire. This near VAUX, July 2, 1918. (G.O. 53, 2nd Division).

Corporal SIMPSON LEVAN, Company "A," 2nd Engineers:

Wounded in the head and left leg by high explosive shell in the attack on VAUX, July 1, 1918, he obtained permission to continue with his company, and led his men under heavy fire from MONNEAUX to VAUX. He continued this work for three days without stating to the officers that he was wounded, saying only that he was dizzy; but at the end of three days his wounds became so serious that he was sent to the hospital. This at VAUX, July 1, 1918. (G.O. 53, 2nd Division).

First Lieutenant H. C. MOLESBERRY, 2nd Engineers:

In the vicinity of LE THIOLET, on the night of June 6-7, 1918, all officers of an infantry unit in the front line being either killed or wounded, he assumed command and courageously and efficiently directed the advance until he was relieved by officers of infantry. (G.O. 47-A, 2nd Division).

Sergeant W. H. MARSHALL, Company "B," 2nd Engineers:

On the night of June 6, 1918, though at the time marked sick in quarters, he marched all night through shellfire and gas to BOIS DE BELLEAU. As platoon sergeant during the next three days in BOIS DE BELLEAU he showed remarkable coolness, courage and good judgment under fire in the performance of his duties. (G.O. 47-A, 2nd Division).

Second Lieutenant JOHN C. MILLER, Engineer Reserve Corps, 2nd Engineers:

Displayed extraordinary heroism on the night of the 19th of June. Two members of his platoon had been wounded and left behind when the platoon was being led to a place of shelter. He called for volunteers, gathered together a few men, entered the woods, which was being heavily shelled by high explosive and gas-shells, going into the most dangerous section, and recovered the wounded men. This at midnight on the 19th-20th of June 1918. (G.O. 40, 2nd Division).

Corporal RICHARD MASON, Company "C," 2nd Engineers:

He volunteered and carried messages through enemy barrages on two separate occasions. This near VAUX, July 1-2, 1918. (G.O. 53, 2nd Division).

Corporal MILES NEUSSE, 157089, Company "E," 2nd Engineers:

On June 2nd and 3rd, 1918, near LUCY-LE-BOCAGE, he displayed extreme courage in continuing unhesitatingly to discharge his duties as runner between battalion headquarters and Company "E," in spite of continuous exposure to fire, during which time his pack was blown from his back and a sniper's bullet passed through his clothing. (G.O. 47-A, 2nd Division).

Private HEBER PETERSON, 157350, Company "F," 2nd Engineers:

In the BOIS DE BELLEAU, June 12, 1918, about 5 p. m., he voluntarily took a post to guard against surprise attack by the enemy, placing himself in a position of extreme danger to accomplish his purpose, under heavy shellfire without protection. (G.O. 47-A, 2nd Division).

Corporal JAY REES, Company "C," 2nd Engineers:

On the morning of July 1, 1918, during the attack on VAUX, he volunteered to return to the rear for barbed wire, made several trips under heavy shellfire and gas, and returned to the front with the wire before daylight. This near VAUX, July 1, 1918. (G.O. 53, 2nd Division).

Lieutenant J. H. SPAFFORD, Company "C," 2nd Engineers:

After completing his work in his own sector, tired and worn out, he volunteered with his platoon, returned to the front line, and assisted in wiring an almost impossible position. This at VAUX, July 3, 1918. (G.O. 53, 2nd Division).

Major W. A. SNOW, 2nd Battalion, 2nd Engineers:

Commanding his battalion on the night of the 1st-2nd of June, and being attached to the Marine Brigade, he led his battalion into action as infantry. Under his leadership the battalion remained in action until the 8th of June, during which time it gained the praise of the Commanding General of the Brigade and of subordinate commanders for its courage and fighting qualities.

On June 8th, the battalion was ordered to a back area where it was to serve as part of the Division Reserve and to engage in engineer work. When a counter-attack by the enemy was believed to be imminent, on June 11, Companies "D" and "F" were ordered to the front line, and again Major SNOW led them into action as infantry.

On the afternoon of June 12th he was wounded in the shoulder by shrapnel. Receiving treatment at a first-aid station, he refused to go to the rear and would have rejoined his battalion except for orders of Lieutenant Colonel WISE, 5th Marines, under whom he was at that time serving, directing him to proceed to the rear.

Throughout the operations in which his command took part he displayed a gallantry well worthy of mention.

The men of Company "D" and Company "F" especially are entitled to high commendation for their splendid service at the front lines, going into action as infantry at a critical moment in our operations against the enemy and conducting themselves in and excellent manner.

The men of the Second Regiment of Engineers, during the time they were on duty with the 4th Brigade, gave their services readily and cheerfully in all that was requested of them, not only in trench construction, as litter-bearers and ammunition carriers, but on the firing line side by side with the Marines. They did all their duty and more, and their action and spirit is highly commendable. (G.O. 40, 2nd Division).

Captain GEORGE R. SPALDING, Company "A," 2nd Engineers:

Displayed great courage, resourcefulness and coolness during the course of the enemy's attack upon a town which had been taken by our troops, early in the morning of the 8th of June, 1918. His services in the defense of that town were notable. An officer of experience and ability, he has made good in many duties assigned to him in this division. (G.O. 40, 2nd Division).

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Corporal ROY ANDERSON, Company "B," 2nd Engineers:

He showed especial coolness and bravery as a runner, carrying messages under heavy fire, continuing this duty under most trying circumstances. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private GROVER BALE, Company "A," 2nd Engineers:

He repeatedly exposed himself while carrying messages under heavy shellfire. He was killed while assisting a wounded Marine whom he had picked up on the field. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private FRANCIS J. BRADBURY, Company "A," 2nd Engineers:

As a runner he showed cheerful faithfulness and devotion to duty in carrying messages, and unselfish courage in searching for and bringing back wounded through one kilometer of open country subject to heavy shellfire. This near VIERZY, July 19, 1918. (G. O. 53, 2nd Division).

Private First Class LEO V. BRAMWELL, Company "A," 2nd Engineers:

As company runner he showed marked coolness and courage in the prosecution of his duty in the face of severe shellfire, making trip after trip with untiring faithfulness. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private WILLIAM BREE, Company "E," 2nd Engineers:

Dazed by shell explosion, and in spite of heavy shellfire, he continued in his duty. This at VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Corporal HENRY G. BURRELL, Company "F," 2nd Engineers:

Through a heavy fire, he volunteered to carry water to the men in the trenches, and, although wounded, continued at his work until the water was delivered, when he proceeded to the first aid station whence he was evacuated to the hospital. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Acting Second Lieutenant M. C. BYRD, Company "D," 2nd Engineers:

Fearlessly he exposed himself in action to heavy fire in order to lead and encourage his men, who were generally in trenches and under some protection. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Corporal WILLIAM J. COTTINGHAM, Company "F," 2nd Engineers:

During a particularly heavy bombardment of the position consolidated by the 2nd Battalion, 2nd Engineers, in spite of shell and machine gun fire he gave proof of unhesitating devotion and great courage by calmly making a sketch of the position. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Bugler VERNE V. CALDWELL, Company "C," 2nd Engineers:

He showed especial bravery and devotion to duty in carrying wounded under heavy shellfire. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

First Lieutenant L. M. CHASE, 2nd Engineers:

He fearlessly exposed himself in the open to heavy shellfire in order to lead and encourage his men in action, the men being generally in trenches and under some protection. This at VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Cook RAY L. CRAMER, Headquarters Detachment, 2nd Engineers:

Cook ROY DILLON, Headquarters Detachment, 2nd Engineers:

Private ADOLPH F. FLENTGE, Company "A," 2nd Engineers:

For eight hours they exposed themselves to extreme danger from heavy shellfire in a building which was four times struck by shells, one of which passed through the room in which they were working. Although knocked down by shell explosion, they continued their work in order to provide hot coffee and meals to the wounded being evacuated and to soldiers on the way to the front. Private FLENTGE was wounded. This at VIERZY, July 19, 1918. (G. O. 53, 2nd Division).

Private First Class CAMIEL L. DROESBECK, Company "B," 2nd Engineers:

As a runner he continually exposed himself to heavy fire, even after being wounded. This near VIERZY, July 19, 1918. (G. O. 53, 2nd Division).

First Lieutenant H. B. EATON, 2nd Engineers:

First Lieutenant W. A. FOERTMEYER, 2nd Engineers:

First Lieutenant F. H. HERRMAN, 2nd Engineers:

They unceasingly and intelliingly labored in the discharge of their duty, establishing a dressing station, worked ten hours without stopping for meals or rest, and fearlessly left the dressing station to go into the open, exposed to shellfire in order to perform their work properly. This at VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private FRANK EMEHISER, Company "B," 2nd Engineers:

As a runner he showed especial coolness and bravery in carrying messages under fire, continuing his duty under most trying circumstances. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Major M. P. FOX, 2nd Engineers:

He led his men to the firing trenches, advancing in front of them in order to reconnoiter the ground and place his men in the best possible advantage. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Bugler C. W. GARR, Company "D," 2nd Engineers:

He showed especial bravery and devotion to duty under heavy fire, encouraging the men by his example. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private EDWARD L. GOBIN, 175129, Company "E," 2nd Engineers:

He volunteered several times to carry water to his comrades in the trenches, making several trips under heavy barrage fire after others had failed to do so. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

First Lieutenant JESSE GOVER, Company "B," 2nd Engineers:

He displayed great courage and coolness in leading his men in action; and after being wounded, refused treatment until after other wounded had been treated. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private 1st Class LEROY F. HAMPTON, Company "E," 2nd Engineers:

He showed great ability, unselfish courage, and untiring devotion to duty in caring for casualties of Company "E," 9th Infantry, and an attached machine gun unit, under heavy shell fire. He was struck by shell fragments, once nearly buried by a direct hit on the trench beside him, which killed the man next to him and severely wounded another. At all times he responded immediately to all calls for help, near or distant, and was cheerful and energetic through two nights and a day. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private A. HENDERICKSON, Company "D," 2nd Engineers:

He showed especial bravery and devotion to duty under heavy fire, encouraging the men by his example. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private JOHN E. HIGH, Company "C," 2nd Engineers:

He repeatedly exposed himself in the open, leaving his trench to administer first aid under extremely heavy shell and machine gun fire. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private First Class GUST HOLM, 157068, Company "E," 2nd Engineers:

After being dazed by shell shock, his rifle being knocked from his hand by the explosion, he refused to leave the battle, and, calling for another rifle, advanced with his organization. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private First Class LERLOWE E. HOWARD, Company "A," 2nd Engineers:

He voluntarily made two trips through heavy shell fire to bring back water to his comrades, and otherwise displayed great bravery and devotion to duty under trying circumstances. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private First Class REAUGH JENNINGS, Company "F," 2nd Engineers:

He faithfully and efficiently rendered first aid in the open under heavy machine gun fire, to the wounded of the 9th Infantry and French as well as his own troops, continuing until the work was completed. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private DAVID JONES, Company "C," 2nd Engineers:

He showed especial bravery and devotion to duty in carrying wounded under heavy shellfire. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private FRANK KEEGAN, Company "C," 2nd Engineers:

He fearlessly and continually exposed himself in the open in administering first aid to the wounded and carrying them to the first aid station. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private HUGH M. KEITH, Company "A," 2nd Engineers:

He intelligently and faithfully performed his duties as runner, continuing his duties after being shell-shocked and after his companion had been killed at his side. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

First Lieutenant G. R. KNIGHT, Company "C," 2nd Engineers:

He showed unusual coolness and bravery in leading his men and setting a proper example of courage and devotion to duty, exposing himself to shell, and machine gun fire. This near VIERZY, July 19, 1918. (G. O. 53, 2nd Division).

Corporal CHARLES L. LINCOLN, Company "D," 2nd Engineers:

He showed conspicuous bravery under fire. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private WILBUR F. McCARTY, 157153, Company "E," 2nd Engineers:

He showed great courage and devotion to duty in voluntarily leaving his place of safety and carrying water to his platoon during heavy shellfire. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private JOHN MENDONSA, Company "F," 2nd Engineers:

During heavy shellfire he crawled over the parapet to bring in a wounded French soldier; continuing to expose himself to the discharge of his duty until wounded and exsanguinated. This near VIERZY, July 19, 1918. (G. O. 53, 2nd Division).

Private CAMDEN METZ, 157156, Company "E," 2nd Engineers:

As company runner he showed unflagging cheerfulness, devotion to duty and courage in carrying messages, bringing water to men of Company "E," and searching for missing men, all under heavy shell fire. He volunteered at every call, without awaiting his turn. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Sergeant JOSEPH SANDERS, Company "D," 2nd Engineers:

Fearlessly and continually he exposed himself to danger in leading his men in action. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Acting Second Lieutenant JAMES V. SLADE, Company "E," 2nd Engineers:

While commanding a platoon in a front line trench, a water detail having become a casualty and many canteens lost, he fearlessly exposed himself to heavy shellfire to distribute water to his men, encouraging them. This near VIERZY, July 19, 1918. (G. O. 53, 2nd Division).

Sergeant LAWRENCE E. WILKINSON, Company "B," 2nd Engineers:

As a runner, he continually exposed himself to heavy fire. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Private WILLIAM C. WILSON, Medical Detachment, 2nd Engineers:

During the attack on VIERZY, July 19, 1918, he voluntarily established a first aid station in front of the position held by Company "B," and diligently and faithfully cared for all wounded from all organizations nearby. Due to his initiative and thoughtfulness, the wounded were able to receive first aid much sooner than if he had done only what was required of him. This at VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Captain C. B. WIRSCHING, 2nd Engineers:

In the action near VIERZY, July 19, 1918, being separated from his organization, he joined a passing Marine unit, took a rifle and joined in the fight, during which his pack was shot from his back and he was slightly grazed by a shell splinter. This near VIERZY, July 19, 1918. (G.O. 53, 2nd Division).

Second Lieutenant G. B. WOODLE, Company "A," 2nd Engineers:

He showed unusual coolness and bravery in leading his men and setting them an example of courage and devotion to duty, exposing himself to shell and machine gun fire. This near VIERZY, July 19, 1918. (G. O. 53, 2nd Division).

Private CHARLES ANUSZEWSKI, Company "A," 2nd Engineers:

Private Anuszewski showed extraordinary heroism in fearlessly exposing himself under heavy artillery and a withering machine gun fire and securely making fast the down stream enemy shore line. He was the first American soldier to cross the Meuse river and remained at his post until the bridge was ordered to leave. This near BEAUMONT, November 10th.

First Lieutenant L. M. CHASE, 2nd Engineers:

During the action at BOIS DE BELLEAU in June, at SOISSONS in July, in the ST. MIHIEL salient in September, the CHAMPAGNE in October and the ARGONNE-MEUSE in November, this officer displayed the greatest courage, always being an inspiration for his men. He was engaged in all kinds of duties, all of which he performed in a very soldierly manner.

Private LEVERT N. KELLER, Company "A," 2nd Engineers:

Under heavy artillery fire and withering machine gun fire he was one of the first American soldiers to cross the MEUSE RIVER, near BEAUMONT, on November 10th. He fearlessly exposed himself by crossing the foot bridge thrown over the river and securely made fast the upstream enemy shore line, remaining at his post until ordered to leave.

First Lieutenant J. J. WALL, JR., 2nd Engineers:

Personally supervised the assembling and launching of a foot bridge over the MEUSE RIVER, near BEAUMONT, on the night of November 10th. By his courage and high conception of duty he forced this important crossing, enabling the Marines to cross and clear the banks of the enemy.

First Lieutenant F. H. HERRMAN, M. C., 2nd Engineers:

After extricating himself from the debris of his dressing station, which had received a direct hit, he fearlessly exposed himself to the continued heavy fire, dug out another medical officer and refused to take shelter in a nearby dugout until he had assured himself that all other occupants had been saved. This near MEDEAH FERME, October 9, 1918. (G.O. 88, 2nd Division).

Captain M. H. PECK, 2nd Engineers:

During the action near ST. ETIENNE, on October 9th, he commanded the Second Battalion. He personally conducted a reconnaissance in order to establish liaison with friendly troops on his right, and was killed during this reconnaissance. (G.O. 88, 2nd Division).

Captain J. A. SARGENT, 2nd Engineers:

Captain LESTER C. SMITH, 2nd Engineers:

Personally conducted a reconnaissance along the front of the firing line on October 8th in order to obtain for the division commander accurate information regarding the location of the line, such being unobtainable otherwise. They were exposed to heavy machine gun fire and artillery while conducting this reconnaissance. (G.O. 88, 2nd Division).

Colonel WM. A. MITCHELL, Engineer Officer, 2nd Division:

This officer performed the duties of Division Engineer Officer, and commanding the operations southwest of SOISSONS, ST. MIHIEL, BLANC MONT RIDGE, AND THE MEUSE-ARGONNE. His services were distinguished, exceptionally meritorious, and in duty of great responsibility. He contributed greatly to the success of the 2nd Division in all of the above-mentioned engagements. (G. O. 88, 2nd Division).

Sergeant WALTER E. SCHACHT, 156550, Company "C," 2nd Engineers:

Near LE THIOLET, on the night of June 6-7, 1918, under heavy fire, he voluntarily advanced to the front and flank of his own lines to ascertain the location of the enemy machine gun nests. He was wounded in action. (G.O. 47-A, 2nd Division).

First Lieutenant TUCKER S. WYCHE, 2nd Engineers:

At BOURESCHES, June 8, 1918, he showed disregard of danger and extraordinary energy and devotion to duty in organizing his advanced position while under severe fire and sniping from three sides. (G.O. 47-A, 2nd Division).

Sergeant First Class WILLIAM SARTI, Company "A," 2nd Engineers:

After his platoon commander and only sergeant had been wounded, he took command of his platoon on October 8th, leading them forward and refusing to be evacuated when he himself was wounded. He made a reconnaissance, under heavy barrage fire of the position his platoon was to occupy and returned to conduct it to a new position, which movement was accomplished without the loss of a single man, due to the excellent handling of his platoon. This near BLANC MONT. (G.O. 88, 2nd Division).

First Lieutenant JAMES H. SPAFFORD, 2nd Engineers:

On October 9th, showed extraordinary heroism in leading his men in an attack on an enemy machine gun. He was wounded, but insisted on remaining with his men. He continued leading his platoon under intense machine gun fire until again wounded and carried to the rear by his men. He died of the wounds received in this attack. (G.O. 88, 2nd Division).

Major J. J. F. STEINER, 2nd Engineers:

Commanded the first battalion during the attack near MEDEAH FERME on October 9th, and conducted a personal reconnaissance of the front line while exposed to machine gun fire and snipers. As a result of his reconnaissance, Major Steiner organized an attack in his sector in liaison with French on his right and American infantry on his left, captured two machine guns and eliminated a dangerous salient in the American lines. (G.O. 88, 2nd Division).

First Lieutenant HAROLD S. BARRONS, 2nd Engineers:

On October 8, 1918, showed great leadership and courage in organizing a position near ST. ETIENNE, France, setting a fine example to his men by repeatedly exposing himself to machine gun fire and shells in order to organize and hold this position. (G.O. 88, 2nd Division).

Private ELMER E. BARTLETT, JR., Company "C," 2nd Engineers:

Private PAUL E. BLUST, Company "C," 2nd Engineers:

Private JOHN A. DOOGS, Company "C," 2nd Engineers:

Private First Class EDWIN E. SHEPARD, Company "C," 2nd Engineers:

These men showed extraordinary heroism in crawling forward under heavy machine gun fire and bringing back a wounded comrade. This near MEDEAH FERME, October 9th. (G.O. 88, 2nd Division).

First Lieutenant R. N. BENJAMIN, 2nd Engineers:

Demonstrated extraordinary courage and bravery by refusing to leave his men and remaining with them until the advance of the infantry had been completed. This on October 6, 1918, near BLANC MONT, France. (G.O. 88, 2nd Division).

Private LAYTON A. BOYD, Medical Detachment, 2nd Engineers:

Continually exposed himself to fire from enemy snipers on October 9th near MEDEAH FERME, to care for wounded soldiers in front of our first lines. He gave first aid to his lieutenant, who was mortally wounded. Later he crawled forward to within fifty (50) yards of an enemy machine gun nest with four (4) other men and brought back a wounded comrade. (G.O. 88, 2nd Division).

First Lieutenant L. M. CHASE, 2nd Engineers:

During the action at BOIS DE BELLEAU in June, at SOISSONS in July, in ST. MIHIEL salient in September, the CHAMPAGNE in October and the ARGONNE-MEUSE in November, this officer displayed the greatest courage, always being an inspiration for his men. He was engaged in all kinds of duties, all of which he performed in a very soldierly manner. (G.O. 88, 2nd Division).

Sergeant KRAUTH CRESSMAN, Company "A," 2nd Engineers:

Private First Class CARL GUSTAFSON, Company "C," 2nd Engineers:

Private First Class WILLIAM C. WILSON, Medical Detachment, 2nd Engineers:

Private ALLISON W. REID, Headquarters Detachment, 2nd Engineers:

Showed extraordinary heroism and great bravery while under heavy shell and machine gun fire. This during the CHAMPAGNE offensive. (G.O. 88, 2nd Division).

Corporal CHARLES W. GARR, Company "D," 2nd Engineers:

Sergeant CHARLES E. NICKELS, Company "D," 2nd Engineers:

Sergeant JOHN J. O'BRIEN, Company "D," 2nd Engineers:

Private First Class WILLIAM LAMBORN, Company "B," 2nd Engineers:

During the action near MEDEAH FERME, in October, these men distinguished themselves by going out alone and making personal reconnaissance of the enemy lines in advance of the American infantry, facing enemy machine gun fire and gaining information of great military value. (G.O. 88, 2nd Division).

First Lieutenant L. M. CHASE, 2nd Engineers:

During the action at BOIS DE BELLEAU in June, at SOISSONS in July, in the ST. MIHIEL salient in September, the CHAMPAGNE in October and the ARGONNE-MEUSE in November, this officer displayed the greatest courage, always being an inspiration to his men. He was engaged in all kinds of duties, all of which he performed in a very soldierly manner. (G.O. 88, 2nd Division).

Corporal THOMAS D. SAUNDERS, Company "A," 2nd Engineers:
Private ALFRED WILKERSON, Company "B," 2nd Engineers:

These men, while members of the first wire-cutting platoon, made their way forward in advance of the unit they were in line with and were the first soldiers to enter JAULNY, then infested with snipers, and swept with wicked machine gun fire, being occupied by rearguard detachments of the enemy. They alone captured 63 German prisoners after searching the caves of a hospital with persistence and courage. This at JAULNY, France, on September 12th. (G.O. 88, 2nd Division).

Second Lieutenant GEORGE B. WOODLE, 2nd Engineers:

At VIERZY, on July 19th, displayed extraordinary heroism in consolidating his line under heavy shell fire, under direct observation of the enemy. (G.O. 88, 2nd Division).

First Lieutenant ALLAN BURTON, 2nd Engineers:

Showed extraordinary heroism in successfully leading his platoons while operating with the 5th U. S. Marines. He showed great leadership and courage. This near VIERZY, July 19, 1918. (G.O. 88, 2nd Division).

First Lieutenant L. M. CHASE, 2nd Engineers:

During the action at BOIS DE BELLEAU in June, at SOISSONS in July, in the ST. MIHIEL salient in September, the CHAMPAGNE in October and the ARGONNE-MEUSE in November, this officer displayed the greatest courage, always being an inspiration to his men. He was engaged in all kinds of duties, all of which he performed in a very soldierly manner. (G.O. 88, 2nd Division).

Corporal JOSEPH D. SANDERS, Company "D," 2nd Engineers:

Disregarding personal danger, he fearlessly exposed himself to rifle and shell fire, standing upright to better observe the terrain over which the enemy would approach, being knocked unconscious by shell burst, but insisted on remaining at his post. This near CHATEAU-THIERRY on June 3rd. On June 13th, he carried Lieutenant Stephen P. McGroarty in his arms from the firing line to the dressing station, although Lieutenant McGroarty begged him not to carry him back and expose himself, for he had both legs blown off and knew that he could not recover. (G.O. 88, 2nd Division).

Sergeant FRANK P. STANLEY, Company "D," 2nd Engineers:

On the 12th of June in BOIS DE BELLEAU, without orders, he established a first aid station on the front line during the entire bombardment of five (5) hours. He constantly exposed himself to shell fire and proved his extraordinary heroism by searching out and carrying the wounded from all parts of the line to his station, where for twelve (12) hours he took care of them. (G.O. 88, 2nd Division).

Private WILLIAM J. STEIMEL, Company "D," 2nd Engineers:

On June 12th, although wounded in several places by a German hand grenade, he refused to go to the rear until after the action was completed. This near VAUX. (G.O. 88, 2nd Division).

Captain TUCKER S. WYCHE, 2nd Engineers:

Extraordinary heroism and splendid manner in which he met and handled the critical situation at VAUX on July 1, 1918. His example for personal experience was an excellent inspiration to his men as he walked back and forth along the line, absolutely disregarding all dangers to himself. (G.O. 88, 2nd Division).

Private First Class THEODORE G. BECKER, Company "C," 2nd Engineers:

During the attack on VAUX, July 1st, he displayed great courage and sacrifice by caring for the wounded from all organizations and seeing that all men whom he had bandaged were started on their way to the dressing station. Again in the attack of July 18-19, at SOISSONS, he was constantly exposing himself to aid the wounded. He was wounded in this later action. (G.O. 88, 2nd Division).

First Sergeant MACK C. BYRD, Company "D," 2nd Engineers:

Although wounded in the knee by shrapnel near BOIS DE BELLEAU on June 3rd, he refused to be evacuated, but continued to perform his full duty despite his handicapped condition. Later, when his company was shifted to Hill 142 to withstand a German attack, he marched a distance of more than five (5) kilometers in the darkness, displaying courage which set a high example to his men. (G.O. 88, 2nd Division).

First Lieutenant L. M. CHASE, 2nd Engineers:

During the action at BOIS DE BELLEAU in June, at SOISSONS in July, in the ST. MIHIEL salient in September, the CHAMPAGNE in October and the ARGONNE-MEUSE in November, this officer displayed the greatest courage, always being an inspiration for his men. He was engaged in all kinds of duties, all of which he performed in a very soldierly manner. (G.O. 88, 2nd Division).

HEADQUARTERS SECOND DIVISION (REGULAR)
AMERICAN EXPEDITIONARY FORCES, GERMANY.

June 25, 1919.

GENERAL ORDERS)
NO. 64)

EXTRACT

II. The following named officers and enlisted men of the Second Division are cited for gallantry in action against the enemy in the CHATEAU-THIERRY Sector:

SECOND ENGINEERS.

Mr. George E. Robbins
Sgt. 1st Class George W. Kestner
Sgt. 1st Class Benj. H. Lewis
Sgt. Ralph L. Diedrich
Sgt. George Shelton
Sgt. Henry Fraroe
Sgt. Ferdinand Hoernig
Cpl. Guy B. Daily
Cpl. Edgar P. Andereck
Cpl. Elmund G. Little
Cpl. Albert A. McAllister
Cpl. Roger McGee
Cpl. Thomas C. Grant
Cook Leon V. Dawson
Pvt. 1st Class Joseph Bowling

Pvt. 1st Class Wm. T. Checkley
Pvt. 1st Class Byard C. Dehart
Pvt. 1st Class Ira H. Justice
Pvt. 1st Class Wm. M. Dunway
Pvt. 1st Class James D. Fulkerson
Pvt. 1st Class Alexander Michael
Pvt. 1st Class Richard Wales
Pvt. 1st Class George Coldwell
Pvt. Wyane E. Drake (Deceased)
Pvt. Clemens F. Kreuger (Deceased)
Pvt. Harold R. Sharp
Pvt. Chance O. Imler
Pvt. Harland F. Glennon
Pvt. Ernest Billy
Pvt. Clyde Osborne
Pvt. Christie Pezzentti

1. BELLEAU WOODS.

SECOND ENGINEERS.

2nd Lt. Stephen McGroarty
Sgt. 1st Class George A. Hopp
Sgt. Henry Thomas
Sgt. Boyd F. Mulligan
Cpl. Arthur F. Busse

Cpl. George J. Krava
Cpl. Albert B. Bishop
Pvt. 1st Class Harold O. Sluder
Pvt. August C. Utz
Pvt. Omer Starr

2. VAUX.

SECOND ENGINEERS.

Sgt. Andrew Harenda
Sgt. Oscar E. Davis
Cpl. Oliver H. Engle

Pvt. Joseph D. Cash
Pvt. Henry Wehrenberg
Pvt. Harry E. Dunlap

III. The following named officers and enlisted men of the Second Division are cited for gallantry in action against the enemy in the SOISSONS Sector:

1. VIERZY.

SECOND ENGINEERS.

Capt. Allard A. Dederer	Cook Charles Brunner
1st Lt. J. E. Baird	Cook Roy Dillon
Sgt. John V. Showers	Bug. Raymond L. Bond
Sgt. Lester R. Holt	Pvt. 1st Class Charles V. Fry
Sgt. Ray Kennedy	Pvt. 1st Class George Clement
Sgt. Wendolin Bohnert	Pvt. 1st Class Henry J. Watkins
Cpl. Henry G. Hendricks	Pvt. 1st Class Rolla E. Darling
Cpl. Delbert E. Cooper	Pvt. 1st Class Homer B. Griffin
Cpl. Fred H. Houghton	Pvt. Herbert Hertig
Cpl. Arthur M. Garvin	Pvt. 1st Class Erwin B. Gaard
Cpl. Fred Booker	Pvt. Ernest G. Picht
Cpl. Harry B. Snooks	Pvt. Carl C. Kelhofner
Cpl. Jess T. Hurlbert	Pvt. George Thomas
Cpl. Henry G. Burrell	Pvt. Carroll E. Brockett
Cpl. Clyde H. Brooks	Pvt. Edwin Fry
Cpl. Walter Hanson	Pvt. Joseph Mears

2. BOURESCHES.

SECOND ENGINEERS.

M. Engr. Maurice Long	Cook Octave Gauthier
Sgt. 1st Class Charles Smith	Cook Harris G. Goss
Sgt. Henry Schultz	Pvt. Bernal A. Trumbull
Sgt. George H. Baugh	Pvt. Jess D. Evans
Sgt. James H. Carroll	Pvt. Flint Brenneman

IV. The following named officers and enlisted men of the Second Division are cited for gallantry in action against the enemy in the ST. MIHIEL Sector.

SECOND ENGINEERS.

2nd Lt. Russel R. Hetz	Sgt. 1st Class Earl V. Cullar
2nd Lt. Raymond V. Jackman	Cpl. Harold Powell
	Pvt. Stanley W. Nagle

V. The following named officers and enlisted men of the Second Division are cited for gallantry in action against the enemy in the CHAMPAGNE Sector:

1. BLANC MONT.

SECOND ENGINEERS.

Sgt. Wm. J. Steimel	Pvt. John Palumbo
Sgt. Luther C. Miller	Pvt. Wm. Blevins
Pvt. 1st Class Darrell L. Howton	Pvt. Joseph Hatz
Pvt. 1st Class Wilbur W. Jones	Pvt. Anton Johnson
Pvt. 1st Class Joseph Mulligan	Pvt. Nicholas Weber

2. St. ETIENNE.

SECOND ENGINEERS.

Capt. Tucker S. Wyche	Sgt. Lawrence Wilkenson
Capt. Theodore Wyman, Jr.	Sgt. William H. Carter
1st Lt. Harold L. Hock	Cpl. Charles Stewart
1st Lt. J. J. Wall, Jr.	Cpl. Clarence W. Anderson
1st Lt. S. C. Watkins	Cpl. Will J. Garrison
1st Lt. Henry W. Clark	Cpl. August Sabbe
1st Lt. Peter J. Batten	Cpl. George Conard
1st Lt. James E. O'Neil	Cpl. Earl L. Johnson
2nd Lt. George B. Woodle	Cpl. Howard C. Kennedy
2nd Lt. Robert R. Wright	Cpl. William C. Mansur
2nd Lt. James V. Slade	Cpl. William Singer
M. Engr. Sr. G. John S. White	Cpl. Harry H. Harrison
1st Sgt. Jesse T. Muse	Cpl. Raymond E. Conway
1st Sgt. Frank L. Courtney	Cpl. Richard Collins
Sgt. 1st Class Jacob Brewster	Cpl. Ulysses E. Cooper
Sgt. 1st Class James T. Condon	Cpl. Milan Kolak
Sgt. 1st Class John D. Drury	Cpl. Charles Lawrence
Sgt. 1st Class Thomas Clark	Cpl. Alvin Parrish
Sgt. 1st Class Frank Dalton	Cpl. Harry Wilson
Sgt. 1st Class Robert L. Leahy	Cpl. Thomas Vanhoy
Sgt. 1st Class Charles W. Dixon	Pvt. 1st Class Arthur Adkins
Sgt. Arthur H. Brewer	Pvt. 1st Class Jesse A. Schutte
Sgt. Benjamin H. Frame	Pvt. 1st Class George Lee
Sgt. Willis W. McCorkle	Pvt. 1st Class Dell Forgey
Sgt. John E. Loucks	Pvt. 1st Class Carl B. Matthews
Sgt. Charles E. Newland	Pvt. Elmer E. Myers
Sgt. Jule S. Rymer	Pvt. Elmer S. Barga
Sgt. Sam. T. Poteet	Pvt. Irel J. Brown
Sgt. William P. Schwall	Pvt. Joseph Koehl
Sgt. Fred A. Howard	Pvt. Harry Poole
Sgt. Knud Jensen	Pvt. Camillo Sinelli
Sgt. Fenn B. Newell	Pvt. Mervin A. Cadoo
Sgt. Boyd Spangler	Pvt. Cecil Hainsworth

3. MEDEAH FERME.

SECOND ENGINEERS.

1st Lt. George R. Knight	Sgt. Mel H. McIntyre
1st Lt. Edgar D. Greene	Cpl. Walter T. McCarty
1st Lt. Sylvester Kearns	Cpl. William T. Pagen
1st Sgt. Scott D. Elsberry	Cpl. Wm. N. Strickland
Sgt. 1st Class John N. Dillon	Cpl. Joseph G. Ralls
Sgt. 1st Class James S. Casburn	Bug. Verne V. Caldwell
Sgt. 1st Class James E. Pinkstone	Bug. Harold F. Downey
Sgt. 1st Class Leon Smith	Pvt. 1st Class Lloyd W. Anson
Sgt. Lawrence Auspos	Pvt. 1st Class Basil H. Swearingen
Sgt. Van W. Follett	Pvt. 1st Class Marion J. Nickels
Sgt. Thos. J. McCormick	Pvt. 1st Class Joseph Serwald
Sgt. Richard Wonn	Pvt. Jerome A. Mack
	Pvt. John Wells (Deceased)

VI. The following named officers and enlisted men of the Second Division are cited for gallantry in action against the enemy in the MEUSE-ARGONNE Sector:

SECOND ENGINEERS.

1st Lt. E. C. Baleh	Cpl. J. D. Scott
M. Engr. Thomas F. Burke	Cpl. Charles E. Sutton
Cpl. Fred R. Noreen	Pvt. 1st Class Gy L. Tucker

1. BEAUMONT.

SECOND ENGINEERS.

Sgt. Switzler N. Turner
 Sgt. Louis R. Mudd
 Cpl. Edward Dragoo
 Pvt. John Cristoforo

Pvt. Harry Garsting
 Pvt. Frank Genvio
 Pvt. Thomas Heraty
 Pvt. Harry P. Foote

2. LANDRES-ET-ST. GEIRGES.

SECOND ENGINEERS.

1st Sgt. Frank P. Stanley
 Sgt. Walter C. Kelly
 Cpl. Edmund Conway
 Cpl. George A. Dyer
 Pvt. Charles T. Meehan

Pvt. 1st Class Dewey McGraw
 Pvt. Leo Albers
 Pvt. John Goetz
 Pvt. Joseph Birkenholtz
 Pvt. Hood Jones

4. ATTIGNY.

SECOND ENGINEERS.

Master Engr. J. G. William Thompson
 Sgt. 1st Class Albert Hildebrandt

Sgt. George Hammer
 Cpl. Herbert Jones.

By command of MAJOR GENERAL LEJEUNE:

HU B. MYERS,
 Colonel, G. S.,
 Chief of Staff.

OFFICIAL:
 HANFORD MACNIDER
 Lt-Col., Infantry
 Adjutant.

H.—REGIMENTAL CITATIONS

25 July 18.

REGIMENTAL GENERAL ORDER No. 1:

1. The conduct of all officers and men of the Regiment and Train during the recent actions has been most praiseworthy and courageous. Not every man's actions come directly under the observation of those who may in some measure reward him or show appreciation of his deeds. Thus I must necessarily fail to include all those deserving especial commendation, but I am pleased to name the following whose conduct and deeds are a credit to themselves, their regiment and their country. Certain of those men will if my recommendations be followed, receive decorations which will be a more tangible evidence of their valor, but at any rate, I trust that this mention may be accepted as evidence of my sincere thanks, appreciation and congratulations.

1st Lt. L. M. Chase did in action fearlessly expose himself in the open to heavy fire in order to lead and encourage his men, who were generally in trenches and more protected than he was; this near Vierzy, 19 July, 1918.

2nd Lt. H. S. Barrons did, on the approach of the enemy on our left in machine gun groups, leave his trenches and make a reconnaissance during heavy shell and machine gun fire; this near Vierzy, 18 July, 1918.

Major M. P. Fox did, in going forward to the firing trenches, lead his men and advance in front of them in order to reconnoiter the ground and place his men to the best possible advantage; this near Vierzy, 19 July, 1918.

Acting 2nd Lt. M. C. Byrd did, in action fearlessly expose himself in the open to heavy fire in order to lead and encourage his men, who were generally in trenches and more protected than he was; this near Vierzy, 19 July, 1918.

1st Lt. J. A. Gover did in action display great courage and coolness in leading his men; and after being wounded, refused medical treatment until after the wounds of the other men had been treated; this near Vierzy, 19 July, 1918.

Acting 2nd Lt. J. V. Slade did in action fearlessly expose himself in the open to heavy fire in order to lead and encourage his men, who were generally in trenches and more protected than he was; this at Vierzy, 19 July, 1918.

Private A. E. Hepner, Engineers Train did bravely and faithfully continue driving his truck to carry away wounded, in spite of the fact that he had been injured by mustard gas; and did continue to do so until his eyes became useless and he was ordered to stop work; this at Vierzy, 19 July, 1918.

Cooks Roy Dillon and Ray L. Cramer, Hdqrs. Detch., and Private Adolf F. Flentge Co. "A" did, for eight hours expose themselves to extreme danger by heavy shell fire in a building which was four times struck by shells, one of which passed through the room in which they were working, such exposure being necessary to proper performance of their duties; and did continue on this work, although knocked down by the explosion of one of the shells, in order to provide hot coffee and a meal to the wounded being evacuated and to the soldiers passing on the way to the front; Private Flentge was wounded; this at Vierzy, 19 July, 1918.

Bugler C. W. GARR, Company "D" did show especial bravery and devotion to duty under heavy shell fire, encouraging the men by his example; this near Vierzy, 19 July 1918.

Private A. HENDRICKSEN, Company "D," did show especial bravery and devotion to duty under heavy fire, encouraging the men by his example; this near Vierzy 19 July, 1918.

Private GUST HOLM, Company "E," did, after being dazed by a shell which knocked his rifle from his hand, refused permission to leave the battle and, calling for another rifle, advanced with his organization; this near Vierzy, 19 July, 1918.

Private E. L. GOBIN, Company "E," did several times volunteer and carry water to his comrades in the trenches, making the several trips under heavy barrage fire after others had failed to do so; this at Vierzy, 19 July, 1918.

Corporal H. G. SURRELL, Company "F" did volunteer to carry water through a heavy shell fire to the men in the trenches; and, although wounded, did continue the work until the water was delivered and then proceeded to the first aid station whence he was evacuated to the hospital; this near Vierzy, 19 July, 1918.

Private R. JENNINGS, Company "F" did, faithfully and efficiently perform work as first aid under heavy machine gun fire; and did continue on this work in the open, administering to wounded men of the French and 9th Infantry as well as to his own troops until all of the work was completed; this near Vierzy, 19 July, 1918.

Private DAVID JONES, Company "C," did show especial bravery and devotion to duty in carrying wounded under heavy shell fire; this near Vierzy, 19 July, 1918.

Corporal ROBY L. LOVELACE, Company "C," on the morning of June 2, 1918, after the attack on Vaux, did volunteer to go across the front line trenches into German dugouts, returning with valuable papers and maps under machine gun fire from German snipers. Corporal Lovelace has distinguished himself on numerous occasions.

Corporal JAY REES, Company "C," on the night of June 1, 1918, during the attack on Vaux, volunteered to return to the rear for barbed wire, made several trips under heavy shell fire and gas, and returned to the front with the wire before daylight. Corporal Rees has repeatedly distinguished himself.

Private First Class RAY F. HAMPTON, Company "E," who was acting first aid, showed great ability and the most unselfish courage and untiring devotion to duty in caring for casualties of Company "E," 9th Infantry and an attached machine gun unit under heavy shell fire. He was struck by shell fragments, once nearly buried by a direct hit which killed the man next to him, and severely wounded another man. He at all times responded immediately to all calls for help whether near or distant and at all times cheerful and energetic thru two nights and a day.

Private CAMDEN METZ, Company "E," runner for Company Commander, showed unflinching cheerfulness, devotion to duty and courage in carrying messages, bringing water to men of Company "E" and searching for missing men; all under heavy shell fire. He volunteered at every call with no regard to his own turn at running.

Private JOE McCARTHY, Company "E," for great courage and devotion to duty in voluntarily leaving his place of safety and carrying water to his platoon during heavy shell fire.

Corporal CHARLES L. LINCOLN, Company "D," for conspicuous bravery under fire near Vierzy, July 19, 1918.

Private JOHN E. HIGH, Company "C," did repeatedly expose himself in the open, leaving his trench, in order to administer first aid under extremely heavy shell and machine gun fire; this near Vierzy, 19 July, 1918.

Private GEORGE BALE, Company "A" did repeatedly expose himself in carrying messages under heavy shell fire; and while assisting a wounded Marine whom he had picked up in the field, was killed; this near Vierzy, 19 July, 1918.

Private A. McD. HOWARD, Company "A" did voluntarily make two trips through heavy shell fire in order to bring water to his comrades; giving them water from his own canteen; and otherwise displaying great bravery and devotion to duty under trying circumstances; this near Vierzy, 19 July, 1918.

Sergeant L. E. WILKINSON, Company "B" did, while acting as runner, continually exposed himself to heavy fire; this at and near Vierzy, 19 July, 1918.

Private FRANK KEEGAN, Company "C" did fearlessly and continually expose himself in the open in administering first aid to the wounded and carrying them to the first aid station; this near Vierzy, 19 July, 1918.

Sergeant JOSEPH D. SANDERS, Company "D" did fearlessly and continually expose himself in leading his men in action; this near Vierzy, 19 July, 1918.

Private JOHN MENDONSA, Company "F," did crawl over the parapet during heavy shell fire in order to bring in a French soldier who was lying there wounded; also did continually expose himself in the discharge of his duty until wounded and evacuated; this near Vierzy, 19 July, 1918.

First Lieutenants W. A. FOERTMEYER, F. H. HERRMAN and H. B. EATON, M. R. C., did intelligently and unceasingly labor in the discharge of their duty, established a dressing station, worked 10 hours without stopping for meals or rest, and showed fearlessness in leaving their protected dressing station and going out into the open where exposed to shell fire, in order to properly perform their work; this at Vierzy, 19 July, 1918.

First Lieutenant G. R. KNIGHT and Second Lieutenant G. B. WOODLE, did show unusual coolness and bravery in leading their men and setting a proper example of courage and devotion to duty, in exposing themselves to shell and machine gun fire; this near Vierzy, 19 July, 1918.

Captain C. B. WIRSCHING, being separated from his organization, did join a passing Marine unit, take a rifle, and join in the fight as long as necessary. His pack was shot from his back and he was himself slightly grazed by a shell splinter; this near Vierzy, 19 July, 1918.

Private H. M. KEITH, Company "A" did intelligently and faithfully perform his duties as runner; and did continue on same after being shellshocked and after his companion had been killed beside him; this near Vierzy, 19 July, 1918.

Corporal ROY ANDERSON and Private FRANK EMEHISER, Company "B" did show especial coolness and bravery as runners, carrying messages under heavy fire, and continuing on this duty under most trying circumstances; this near Vierzy, 19 July, 1918.

Private C. L. DROESBECK, Company "B" did show especial bravery and devotion to duty in carrying wounded under heavy shell fire; this near Vierzy, 19 July, 1918.

Private VERNE V. CALDWELL, Company "C" did show especial bravery and devotion to duty in carrying wounded under heavy shell fire; this near Vierzy, 19 July, 1918.

Private WILLIAM BREE, Company "E," continuing on his duties at Vierzy, July 19, 1918, in spite of heavy shell fire, though he was at one time dazed by shell explosion.

Private WILLIAM C. WILSON, Medical Detachment, 2nd Engineers, during the attack on July 19th, on his own accord, established a first aid station in front of Company "B" positions and diligently and faithfully cared for all wounded from all organizations nearby. It was due to his own initiative and thoughtfulness that all wounded were able to receive first aid much sooner than if he had done only what was required of him.

Corporal RICHARD MASON, Company "C," in the action of June 1-2, volunteered and carried messages thru many barrages on two separate occasions.

Lieutenant J. H. SPAFFORD, on June 3rd, volunteered with his platoon and returning to the front line to assist in wiring an almost impossible position. This was after he had completed his own sector and has returned, tired and worn out.

W. A. MITCHELL,
Colonel, Engineers
Commanding.

APPENDIX No. 3
LIST OF DECORATIONS OF INDIVIDUALS

Anderson, Sergeant, Roy—CG Soissons.
Anson, Private 1st Class, Lloyd W.—CG Blanc Mont.
Auspos, Sergeant, Lawrence A.—CG Blanc Mont.
Balch, 1st Lieutenant, Elwyn C.—CG Attigny.
Barrons, 1st Lieutenant, Harold S.—CG Soissons, CG Blanc Mont.
Bartlett, Private, Elmer E. Jr.—DSC, CG Blanc Mont.
Basta, Private, Emile A.—CG Blanc Mont.
Batten, 1st Lieutenant, Peter J.—CG Blanc Mont.
Benjamin, 1st Lieutenant, Ray N.—DSC, CG Blanc Mont.
Bennett, Sergeant, William L.—CG Blanc Mont.
Berlander, 2nd Lieutenant, Albert M.—DSC, CG Attigny.
Blust, Private, Paul E.—DSC Blanc Mont.
Borg, Corporal, Walter R.—CG Blanc Mont.
Boyd, Private, Layton A.—DSC Blanc Mont.
Bradbury, Corporal, Francis J.—CG Blanc Mont.
Bramwell, Corporal, Leo V.—CG Soissons.
Bree, Cook, William—CG Blanc Mont.
Brewer, Sergeant, Arthur H.—CG Blanc Mont.
Brewster, Sergeant, Jacob—CG Blanc Mont.
Burrell, Corporal, Harry G.—CG Soissons.
Byrd, 1st Lieutenant, Mack C.—DSC Chateau Thierry, CG Soissons.
Caldwell, Bugler, Verne V.—CG Soissons, CG Blanc Mont.
Casburn, Sergeant 1st Class, James A.—CG Blanc Mont.
Chase, 1st Lieutenant, Lyman McE.—CG Soissons, CG Blanc Mont.
Clark, 1st Lieutenant, Henry W.—CG Blanc Mont.
Condon, 1st Sergeant, James T.—CG Blanc Mont.
Cope, Corporal, Onal M.—DSC, CG Chateau Thierry.
Cottingham, Sergeant, William—CG Blanc Mont.
Courtney, 2nd Lieutenant, Frank L.—CG Blanc Mont.
Courtire, 2nd Lieutenant, Cyril C.—CG Blanc Mont.
Cressman, Sergeant, Krauth—CG Blanc Mont.
Dalton, Sergeant 1st Class, Frank J.—CG Blanc Mont.
Davis, Miss, Cornelia Colt, (Y. M. C. A.)—CG Blanc Mont.
Dillon, Sergeant 1st Class, John M.—CG Blanc Mont.
Dixon, Sergeant 1st Class, Charles W.—CG Blanc Mont.
Doogs, Private, John A.—DSC, CG Blanc Mont.
Downey, Bugler, Harold C.—CG Blanc Mont.
Drury, Sergeant 1st Class, John D.—CG Blanc Mont.
Eaton, 1st Lieutenant, H. B.—CG Soissons.
Eldridge, Private, Percy W.—CG Blanc Mont.
Eller, Corporal, Lloyd—CG Blanc Mont.
Foertmeyer, Major, William A.—CG Soissons.
Frame, Sergeant 1st Class, Benjamin H.—CG Blanc Mont.
Gallo, Master Engineer Jr. Grade, Joseph A.—DSC Chateau Thierry.
Garr, Sergeant, Charles W. CG Soissons, DSC, CG Blanc Mont.
Goodrich, Corporal, Louis D.—DSC, CG Chateau Thierry.
Gover, 1st Lieutenant, Jesse—CG Soissons.
Gran, Sergeant, Thomas—CG Blanc Mont.
Greene, 1st Lieutenant, Edgar D.—CG Blanc Mont.
Gustafson, Corporal, Carl E.—DSC, CG Blanc Mont.
Hainsworth, Private 1st Class, Cecil—CG Blanc Mont.
Hamm, Corporal, Charles H.—CG Blanc Mont.
Hammer, Sergeant, George —CG Attigny.
Herrman, Captain, Ferdinand H.—CG Soissons, CG Blanc Mont.
Hock, 1st Lieutenant, Harold L.—CG Blanc Mont.
Holloway, 2nd Lieutenant, John M.—CG Blanc Mont.
Holt, Private, Jefferson—DSC Chateau Thierry.
Howard, Sergeant, Fred A.—CG Blanc Mont.
Jones, Corporal, David—CG Soissons.
Kearns, 1st Lieutenant, Sylvester—CG Blanc Mont.
Keegan, Private, Frank—CG Soissons.
Kinsey, Master Engineer Sr. Grade, Benjamin F.—CG Attigny.
Knight, 1st Lieutenant, George R.—CG Soissons, CG Blanc Mont.

Lamborn, Private 1st Class, William—CG Blanc Mont.
Leaf, Private, Garnette—CG Blanc Mont.
Leahy, Sergeant 1st Class, Robert—CG Blanc Mont.
Levan, Corporal, Simpson—DSC Chateau Thierry.
Lewis, Private, William—CG Blanc Mont.
Lincoln, Sergeant, Charles L.—CG Soissons.
Loucks, 1st Sergeant, John—CG Blanc Mont.
Lowder, Private, Leroy—CG Blanc Mont.
McCarthy, Corporal, Wilbur F.—CG Soissons.
McCorkle, Sergeant 1st Class, Willis W.—CG Blanc Mont.
McCormick, Sergeant, Thomas J. CG Blanc Mont.
McIntyre, Sergeant 1st Class, Neil H.—CG Blanc Mont.
Mendonsa, Private, John F.—CG. Medal Militaire Soissons.
Miller, 2nd Lieutenant, John C.—DSC Chateau Thierry.
Mitchell, Colonel, William A.—CG Blanc Mont, Legion of Honor, DSM.
Molesberry, 1st Lieutenant, H. C.—DSC Chateau Thierry.
Newel, Sergeant, Penn B.—CG Blanc Mont.
Newland, Sergeant 1st Class, Charles E.—CG Blanc Mont.
Nickels, Sergeant, Charles E.—DSC, CG Blanc Mont.
Nygard, Private, Carl—CG Blanc Mont.
O'Brien, Master Engineer Jr. Grade, John J.—DSC, CG Blanc Mont.
O'Neil, 1st Lieut, James E.—CG Blanc Mont.
Pagen, Sergeant Major, William T.—CG Blanc Mont.
Parrish, Corporal, Alvin F.—CG Blanc Mont.
Peck, Captain, Myron H.—DSC Blanc Mont.
Pinkston, Sergeant 1st Class, James E.—CG Blanc Mont.
Potett, Sergeant 1st Class, Sam T.—CG Blanc Mont.
Raffington, Private 1st Class, Charles—DSC Chateau Thierry.
Ralls, Corporal, Joseph G.—CG Blanc Mont.
Reid, Private, Allison W.—DSC, CG Blanc Mont.
Robinson, Corporal, James—CG Blanc Mont.
Rymer, Sergeant 1st Class, Jule S.—CG Blanc Mont.
Sanders, Master Engineer Jr. Grade, Joseph D.—DSC Chateau Thierry, CG Soissons.
Sargent, Captain, J. A.—CG Blanc Mont.
Sarti, Sergeant 1st Class, William—DSC Blanc Mont.
Saunders, Corporal, Thomas D.—DSC St. Mihiel, CG Blanc Mont.
Sayers, Corporal, Clarence W.—CG Blanc Mont.
Schwall, Sergeant, William P.—CG Blanc Mont.
Shepard, Private, Edwin—DSC, CG Blanc Mont.
Simpson, Master Engineer Sr. Grade, George P.—CG Attigny.
Slade, 1st Lieutenant, James V.—CG Soissons, CG Blanc Mont.
Smith, 1st Sergeant, Leon—CG Blanc Mont.
Smith, Captain, Lester C.—CG Blanc Mont.
Snow, Major, William A.—DSC, CG Chateau Thierry.
Spafford, 1st Lieutenant, James H.—DSC Blanc Mont.
Spangler, Sergeant, Boyd—CG Blanc Mont.
Steinel, Sergeant 1st Class, William J.—DSC Chateau Thierry, CG Blanc Mont.
Steiner, Major, J. J. F.—DSC, CG Blanc Mont.
Stephens, 1st Sergeant, Alexander H.—CG Blanc Mont.
Strickland, Corporal, William N.—CG Blanc Mont.
Swearingen, Private 1st Class, Basil H.—CG Blanc Mont.
Thompson, Master Engineer Sr. Grade, William—CG Attigny.
Vanhoy, Corporal, Thomas—CG Blanc Mont.
Wall, Captain, J. J. Jr., CG Blanc Mont.
Watkins, 1st Lieutenant, Samuel C.—CG Blanc Mont.
White, Master Engineer Sr. Grade, John H.—CG Blanc Mont.
Wilkerson, Private, Alfred—DSC St. Mihiel.
Wilkinson, Sergeant, Lawrence E.—CG Blanc Mont.
Wilson, Sergeant, Harry C.—CG Blanc Mont.
Wilson, Private 1st Class, William C.—CG Soissons, CG Blanc Mont.
Woodle, 1st Lieutenant, George B.—CG Soissons, CG Blanc Mont.
Woodside, Sergeant 1st Class, Garrett D.—CG Blanc Mont.
Wyche, Captain, Tucker S.—CG Blanc Mont.
Wyman, Major, Theodore Jr.—CG Blanc Mont.

APPENDIX No. 4 SUMMARY OF LOSSES AND REPLACEMENTS

	LOSSES			GAINS		
	Officers	Men	Total	Officers	Men	Total
April 6, 1917 to May 30, 1918	63	581	644	92	1,448	1,540
May 30, 1918 to July 16, 1918	36	559	595	31	655	686
July 16, 1918 to July 30, 1918	10	254	264	15	92	107
July 30, 1918 to Sept. 27, 1918	19	324	343	23	579	602
Sept. 27, 1918 to Oct. 10, 1918	11	154	165	3	71	74
Oct. 10, 1918 to Oct. 27, 1918	6	65	71	3	21	24
Oct. 27, 1918 to Nov. 11, 1918	2	219	221	7	64	71
Nov. 11, 1918 to Dec. 19, 1918	12	150	162	14	287	301
Dec. 19, 1918 to July 21, 1919	44	264	308	52	247	299
	203	2,570	2,773	240	3,464	3,704

	Officers	Men	Total
Morning Report of April 6, 1917.....	25	675	700
Losses by transfer, evacuation, etc.....	203	2570	2773
Gains by transfer, replacement, etc.....	240	3464	3704
Morning Report of July 21, 1919.....	62	1569	1631

CASUALTIES OF THE SECOND REGIMENT OF ENGINEERS

Officers	Hqrs. Det.	Med. Det.	A Co.	B Co.	C Co.	D Co.	E Co.	F Co.	Total
Killed in Action.....	0	0	0	0	1	2	1	1	5
Died of Wounds.....	0	0	2	0	1	0	0	1	4
Died of Disease.....	0	0	0	0	0	0	0	0	0
Died of Accident.....	0	0	0	0	0	0	0	0	0
Missing.....	0	0	0	0	0	0	0	0	0
Total Major Casualties.....	0	0	2	0	2	2	1	2	9
Wounded Severe.....	1	1	0	0	1	2	0	1	6
Wounded Slight.....	2	0	0	3	0	1	1	1	8
Gassed.....	1	0	0	0	0	0	2	0	3
Shell Shock.....	0	0	0	0	0	0	0	0	0
Total Officers.....	4	1	2	3	3	5	4	4	26
Enlisted Men.....									
Killed in Action.....	1	1	30	14	31	29	12	19	137
Died of Wounds.....	0	0	10	2	8	6	2	10	38
Died of Disease.....	0	0	2	4	2	2	4	2	16
Died of Accident.....	0	0	1	0	0	1	0	1	3
Missing.....	0	1	2	7	7	2	4	2	25
Total Major Casualties.....	1	2	45	27	48	40	22	34	219
Wounded Severe.....	5	0	99	8	37	75	6	39	269
Wounded Slight.....	0	5	7	66	34	14	48	42	216
Gassed.....	2	7	6	2	13	48	33	27	138
Shell Shock.....	0	0	0	0	3	0	0	0	3
Total Enlisted Men.....	8	14	157	103	135	177	109	142	845
Grand Total.....	12	15	159	106	138	182	113	146	871

The authorized strength of an Engineer (Sapper) Regiment is: 52 Officers; 1697 Enlisted men.

APPENDIX No. 5

COMPARISON OF MAJOR CASUALTIES WITH OTHER ORGANIZATIONS

	Units	Strength	Major Total Casualties	Per Cent of Strength
1	Infantry 2 Div.	15,386	4,672	30.38
2	Infantry 1 Div.	15,386	4,622	30.08
3	Infantry 28 Div.	15,386	3,629	23.61
4	Infantry 3 Div.	15,386	3,126	20.22
5	Infantry 32 Div.	15,386	2,997	19.51
6	Infantry 26 Div.	15,386	2,980	19.39
7	Infantry 4 Div.	15,386	2,695	17.52
8	Infantry 42 Div.	15,386	2,668	17.35
9	M. G. Bns. 2 Div.	1,945	315	16.18
10	Infantry 77 Div.	15,386	2,443	16.91
11	Infantry 5 Div.	15,386	2,422	15.79
12	Infantry 79 Div.	15,386	2,305	14.98
13	M. G. Bns. 1 Div.	1,945	273	14.03
14	Infantry 27 Div.	15,386	2,038	13.26
15	Engineers 2 Div.	1,697	216	12.73
16	Infantry 78 Div.	15,386	1,707	11.09
17	Infantry 30 Div.	15,386	1,644	10.69
18	Infantry 35 Div.	15,386	1,543	10.03
19	Infantry 91 Div.	15,386	1,539	10.01
20	Infantry 82 Div.	15,386	1,508	9.81
21	Engineers 3 Div.	1,697	160	9.44
22	Infantry 89 Div.	15,386	1,392	9.07
23	Infantry 90 Div.	15,386	1,300	8.46
24	M. G. Bns. 3 Div.	1,945	155	7.96
25	M. G. Bns. 26 Div.	1,945	152	7.81
26	Infantry 80 Div.	15,386	1,195	7.77
27	Infantry 37 Div.	15,386	1,164	7.57
28	M. G. Bns. 42 Div.	1,945	147	7.55
29	M. G. Bns. 4 Div.	1,945	138	7.09
30	Infantry 33 Div.	15,386	1,061	6.92
31	Infantry 29 Div.	15,386	1,026	6.67
32	Engineers 1 Div.	1,697	107	6.31
33	Infantry 26 Div.	15,386	835	5.44
34	M. G. Bns. 91 Div.	1,945	104	5.35
35	Engineers 28 Div.	1,697	89	5.24
36	M. G. Bns. 5 Div.	1,945	98	5.04
37	Engineers 5 Div.	1,697	85	5.01
38	M. G. Bns. 32 Div.	1,945	94	4.83
39	M. G. Bns. 77 Div.	1,945	94	4.83
40	M. G. Bns. 89 Div.	1,945	88	4.52
41	Engineers 35 Div.	1,697	76	4.48
42	Engineers 27 Div.	1,697	71	4.19
43	Infantry 93 Div.	15,386	489	3.89
44	Artillery 1 Div.	5,055	196	3.88
45	M. G. Bns. 37 Div.	1,945	74	3.82
46	M. G. Bns. 35 Div.	1,945	69	3.56
47	Engineers 77 Div.	1,697	60	3.53
48	Engineers 91 Div.	1,697	59	3.48
49	Artillery 3 Div.	5,055	176	3.48
50	Artillery 26 Div.	5,055	168	3.32
51	M. G. Bns. 29 Div.	1,945	63	3.24
52	M. G. Bns. 28 Div.	1,945	59	3.04

TOTAL LOSSES OF DIFFERENT BRANCHES OF THE SERVICE

Branch of Service	Total Strength In Combat Divs.	Total Major Casualties	Percentages
Infantry	461,580	53,950	11.69
Machine Gun Battalions.	58,350	2,417	4.14
Engineers	50,910	1,348	2.65
Artillery	151,650	1,630	1.08

Total Strength of Combat Divisions.	841,770
Total Major Casualties in Combat Divisions.	59,393
Percentage	7.05

LOSSES OF DIVISIONS

	Divisions	Strength	Major Casualties	Percentages
1	2nd	28,059	5,260	18.76
2	1st	28,059	5,248	18.71
3	28th	28,059	3,890	13.87
4	3rd	28,059	3,617	12.88
5	32nd	28,059	3,213	11.46
6	4th	28,059	2,986	10.64
7	42nd	28,059	2,950	10.51
8	26th	28,059	2,864	10.21

APPENDIX No. 6

LIST OF ALL OFFICERS WITH CHRONOLOGICAL RECORD OF
CAMPAIGNS, DECORATIONS, ETC.

(The following abbreviations are used in this list: E for Evacuated; S for Sick, W for Wounded; K for Killed; A, B, C, D, E, F, H, MC, VC, to denote organization as Co, A, B, C, D, E, F, G, Hdqrs, Medical Corps, Veterinary Corps; 2nd Lieut., Sgt. 1st Cl., &c to denote highest rank in 2nd Engineers; Prepn, Chateau Thierry, Soissons, St. Mihiel, Blanc Mont, Attigny, Argonne, Rhine, to denote that the individual was with the regiment during all or a part of the period covered by the dates of that chapter in the history; CG for Croix de Guerre; DSC for Distinguished Service Cross, DSM for Distinguished Service Medal.)

Anderson, Earl G.; Des Moines, Iowa; A; 2nd Lt.; Prepn.
 Arms, Leo M.; Address unknown; F; 2nd Lt.; Prepn.; Chateau Thierry.
 Atwater, William C.; Courtney, N. D.; F; Capt.; Rhine.
 Ayers, Quincy; Madill, Okla.; F; 2nd Lt.; Rhine.
 Baird, John E.; Lincoln, Neb.; A, B; 1st Lt.; Chateau Thierry; Soissons; St. Mihiel; Rhine.
 Balch, Elwyn C.; Kalamazoo, Mich.; D, H, F; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; CG, Attigny, Argonne; Rhine.
 Balland, Samuel B.; Address unknown; E; 1st Lt.; Prepn.
 Barclay, William O.; Address unknown; A; 2nd Lt.; St. Mihiel.
 Barnes, Roy M.; Berkley, Cal.; H, F, B; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
 Barnett, Joseph N.; Glendale, Cal.; C, B; 1st Lt.; Argonne; Rhine.
 Barrons, Harold S.; Windsor, Ontario, Canada; H, F; 1st Lt.; Prepn.; Chateau Thierry; CG, Soissons; St. Mihiel; CG, Blanc Mont; Attigny, ES, Argonne; Rhine.
 Batten, Peter J.; Prescott, Ariz.; E; 1st Lt.; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
 Beach, Egbert W.; Address unknown; 2nd Lt.; Prepn.
 Beane, Ellie H.; Chicago, Ill.; D; 2nd Lt.; Argonne; Rhine.
 Benjamin, Ray N.; Graycourt, S. C.; D; 1st Lt.; St. Mihiel; DSC, CG, W, Blanc Mont; Attigny; Argonne; Rhine.
 Bennion, Howard S.; Benmore, Utah; A; 1st Bn.; Major; Prepn.
 Berg, Norman R.; Chicago, Ill.; A; 2nd Lt.; Prepn.; EW, Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
 Bergerom, George G.; Address unknown; M. C.; 1st Lt.; ES, Rhine.
 Berlander, Albert M.; Chicago, Ill.; D, B; 2nd Lt.; St. Mihiel; Blanc Mont; DSC, CG, W, Attigny, Rhine.
 Blair, Walter G.; Corsicana, Texas; E, B; 2nd Lt.; Prepn.; Chateau Thierry.
 Booth, Walter B.; Chevy Chase, Md.; A; 2nd Lt.; Prepn.; Chateau Thierry.
 Bowler, Prepn.; Chateau Thierry; Soissons EW, St. Mihiel.
 Boyer, Fredrick O.; Address unknown; F; 1st Lt.; Prepn.
 Boykin, Mathew A.; Calvert, Ala.; MC; Capt.; Rhine.
 Brackenberry, Benjamin A.; Address unknown; A; Capt.; Prepn. Chateau Thierry.
 Breslin, Thomas; San Francisco, Cal.; F; 2nd Lt.; Argonne; Rhine.
 Brown, Carey H.; Zanesville, Ohio; H; 2nd Bn.; Lt. Col.; Prepn.; Chateau Thierry; Soissons.
 Bucher, Harold F.; Watertown, Pa.; B; 2nd Lt.; Prepn.; Chateau Thierry.
 Buell, Edward J.; Address unknown; C; 2nd Lt.; Prepn.
 Burlin, Charles A.; Jacksonville, Fla.; D; 2nd Lt.; Prepn.; Chateau Thierry.
 Burton, Allan; Clarendon, Texas; A; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
 Butts, Wendell M.; Address unknown; C; 1st Lt.; Prepn.; Chateau Thierry.
 Byrd, Mack C.; Winston, Salem, N. C.; D; 1st Lt.; Prepn.; DSC, W, Chateau Thierry; CG, Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
 Campbell, Charles W.; Address unknown; A; 2nd Lt.; Prepn.; Chateau Thierry.
 Cannon, John A.; Los Angeles, Cal.; H; Capt.; Rhine.
 Caples, W. Goff; Address unknown; H; Major; Prepn.
 Carruth, John H.; Address unknown; A, C; Capt.; Prepn.
 Chase, Lyman McE.; Atlanta, Ga.; H, D; 1st Lt.; Prepn.; EW, Chateau Thierry; CG, Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.

- Chisholm, Edward N.; Charleston, S. C.; D, 2nd Bn.; Capt.; Prepn.; Chateau Thierry. Soissons.
- Chrisman, Robert J.; Portland, Ore.; B, H; Capt.; Argonne; Rhine.
- Chuse, Emil M.; Belleville, Ill.; H; Chaplain, Rhine.
- Clark, H. G.; Address unknown; B; Capt. Prepn.; Chateau Thierry.
- Clark, Henry W.; Washington, D. C.; H, 2nd Bn.; D, E, F; 1st Lt.; Prepn.; ES, Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Clarke, Charles F.; Seattle, Wash.; C, D, F; 1st Lt.; Prepn.; Chateau Thierry; Soissons.
- Claybaugh, Ernest D.; Address unknown; F; 2nd Lt.; Prepn.; Chateau Thierry.
- Coghill, Eugene S. Jr.; Dallas, Texas; 2nd Bn., H; Capt.; Rhine.
- Coghill, Thomas C.; San Antonio, Texas; F; 1st Lt.; Rhine.
- Coldwell, Mark H.; Address unknown; E; 2nd Lt.; Prepn.
- Coleman, F. A.; Address unknown; A; 2nd Lt.; Prepn.
- Conklin, W. Gard; Columbia, Pa.; B; 1st Lt.; St. Mihiel; Blanc Mont; Attigny; EW, Argonne.
- Constantine, Edward C.; Syracuse, N. Y.; C; 2nd Lt.; Prepn.; Chateau Thierry.
- Costello, John T.; U. S. Army; C, E; Capt.; Prepn., EW, Chateau Thierry; ES, Soissons.
- Courtney, Frank L.; Chicago, Ill.; B, D; 2nd Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel, CG, Blanc Mont, Attigny; Rhine.
- Courtne, Cyril C.; Washington, D. C.; H, B; 2nd Lt.; CG, W, Blanc Mont; Attigny; Argonne; Rhine.
- Covell, William E. R.; Huntington Park, Cal.; A, H; Lt. Col.; Prepn.; Rhine.
- Cross, Raymond T.; Providence, R. I.; A; 2nd Lt.; Rhine.
- Crosson, William H.; Long Branch, N. J.; H; Capt.; Rhine.
- Davis, Charles J.; Crandall, Fla., E; Capt. Rhine.
- Dean, Charles A.; Chicago, Ill.; F; 2nd Lt.; Prepn.; K, Chateau Thierry.
- Debeque, George R.; Address unknown; H; 1st Lt.; Prepn.
- Dederer, Allard A.; New London, Conn.; B, H, 2nd Bn., 1st Bn.; Capt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Dodd, Thomas F.; Alexandria, Va.; M. C.; Major; Rhine.
- Downe, Edward R.; New York, N. Y.; H, A; Capt.; Prepn.
- Draper, James L.; New Haven, Conn.; H; Capt.; Rhine.
- Eaton, Harold B.; Address unknown; M. C.; 1st Lt.; Chateau Thierry; CG, Soissons; St. Mihiel.
- Eckenbeck, Everett; Address unknown; A, C; 2nd Lt.; Prepn.
- Eckstein, Jacob E.; Address unknown; F; 2nd Lt.; Prepn.
- Edmundson, Ross W.; Address unknown; E; 1st Lt.; Prepn.; Chateau Thierry.
- Eiler, Valentine B.; Address unknown; M. C.; 1st Lt.; Prepn. EW, Chateau Thierry.
- Ethell, Mark R.; Litchfield, Ill.; H, E, F; 1st Lt.; St. Mihiel; Blanc Mont; Attigny; W, Argonne; ES, Rhine.
- Farrin, James M.; Gulfport, Miss.; H, 1st Bn.; Capt; Rhine.
- Fenner, Fred; Columbus, Ohio; E, B; 2nd Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Rhine.
- Fiedler, Ferdinand; Address unknown; F; 2nd Lt.; Prepn.; Chateau Thierry.
- Finch, Henry A.; Berkley, Cal.; A, H, Capt.; Prepn.
- Foertmeyer, William A.; Bellevue, Ky.; M. C.; Major; Prepn.; Chateau Thierry; CG, Soissons; St. Mihiel; Rhine.
- Follis, George M.; Nashville, Tenn.; H, E; 2nd Lt.; Prepn.; Chateau Thierry; Soissons; Rhine.
- Fox, Milo P.; Washington, D. C.; B, 1st Bn.; Major; Prepn. Chateau Thierry; Soissons.
- Fuller, Clarence M.; Address unknown; C; Capt.; Prepn.
- Galbraith; Earl C.; Bellingham, Wash.; D; 1st Lt.; Rhine.
- Geisenhoner, Albert L.; Address unknown; M. C.; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Godfrey, Stuart C.; New York City, N. Y.; H; Colonel; Rhine.
- Good, Charles E.; Nahama, Mich.; F, 2nd Bn.; Capt.; Argonne; Rhine.
- Gover, Jesse; Baltimore, Md.; B, A; 1st Lt.; Prepn.; Chateau Thierry; W, CG, Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Graham, Russell B.; Address unknown; F; 2nd Lt.; Prepn.; Chateau Thierry.
- Green, Severn T. W.; Address unknown; B; 2nd Lt.; Prepn.
- Greene, Edgar D.; Birmingham, Ala.; F; 1st Lt.; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Gregory, James M.; Washington, D. C.; B; 2nd Lt.; Prepn.; Chateau Thierry; ES, Soissons.

- Griffith, Llewellyn B.; Washington, D. C.; D, H; Capt.; Rhine.
- Hanes, Murry S.; Address unknown; F; 1st Lt.; Chateau Thierry.
- Hansen, Christian; New York City, N. Y.; C, D; 2nd Lt.; Rhine.
- Hayne, Honore M.; Address unknown; F; 2nd Lt.; Prepn.; Chateau Thierry.
- Herman, Fred W.; c/o Adj. General, U. S. Army; D, H; Major; Prepn.
- Herrman, Ferdinand H.; Eastman, Ga.; M. C.; Capt.; Prepn.; Chateau Thierry; CG, Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Hetrick, Charles E.; Lacompton, Kan.; D, 2nd Bn.; Major; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Hetz, Russell R.; Carthage, Mo.; H, C, D; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Argonne; Rhine.
- Hines, Augustus S.; Address unknown; F, E, C; 2nd Lt.; Prepn.; Chateau Thierry; Soissons.
- Hock, Harold L.; Middletown, N. Y.; B, E; 1st Lt.; St. Mihiel; CG, Blanc Mont; Attigny; Rhine.
- Hoffman, James M.; New Orleans, La.; B; 1st Lt.; Prepn.
- Hohn, Emil; Brooklyn, N. Y.; C; 1st Lt.; St. Mihiel; Blanc Mont; Attigny; Argonne, Rhine.
- Holloway, John M.; Prentiss, Miss.; B; 2nd Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Hulett, Frank W.; Lewiston, Me.; C; Capt.; Prepn.; K, Chateau Thierry.
- Hunter, John A.; Toledo, Ohio; E; Capt.; St. Mihiel; Blanc Mont; Attigny; Argonne, ES, Rhine.
- Irwin, Samuel R.; Los Angeles, Cal; C, 1st Bn.; Capt.; Prepn.; Chateau Thierry; EW, Soissons.
- Jackman, Raymond V.; Jasper, Ind.; B, D, E; 2nd Lt.; Prepn.; Soissons; St. Mihiel; ES, Blanc Mont; Rhine.
- Jerman, Daniel T.; New York, N. Y.; C, 1st Bn.; Capt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Jernall, Roy M.; Minneapolis, Minn.; M. C.; Capt.; Rhine.
- Johnstone, Malcomb M.; Arlington, Wash.; D; 1st Lt.; Prepn.; K, Chateau Thierry.
- Jones, Edward B.; Washington, D. C.; M. C.; Capt.; Prepn.
- Kearns, Sylvester; Barnesville, Ohio; B, E, 1st Bn.; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; EW, Argonne; Rhine.
- Kéith, Gerald M.; Address unknown; B; 2nd Lt.; Prepn.
- Kennedy, Alexander, Jr.; Pittsfield, Mass.; D, H, B; Capt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Kenworthy, William F.; Philadelphia, Pa.; H, E, C; 2nd Lt.; Prepn.; Chateau Thierry; EW, Soissons; St. Mihiel; Argonne; Rhine.
- Knight, George R.; Northwaterford, Mass.; C, H; 1st Lt.; Prepn.; Chateau Thierry; CG, Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Kornfeld, F. H.; Address unknown; F; 1st Lt.; Chateau Thierry.
- Kraus, Arlo F.; Harrison, Ohio; M. C.; 2nd Lt.; Rhine.
- Krulee, Max L.; Roxbury, Mass.; B; 2nd Lt.; Rhine.
- Lilly, Ridgely C.; Jacksboro, Texas; H, F, 2nd Bn.; Capt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Lowen, Jesse; Chicago, Ill.; C, ; Capt.; Prepn.; K, Chateau Thierry.
- Luster, Eric W.; Elizabeth, N. J.; H; Capt.; Rhine.
- Marshall, Willard H.; Nora, Ill.; B, F; 2nd Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; W, Argonne; Rhine.
- Martin, Harry B.; Kirksville, Mo.; B; Capt.; Rhine.
- Martin, John; Pittsburg, Pa.; M. C.; Capt.; Rhine.
- McClure, John W.; Address unknown; F; Capt.; Prepn.
- McDonald, Marshall W.; Address unknown; E; 1st Lt.; Prepn.
- McGroarty, Stephen P.; Address unknown; D; 2nd Lt.; Prepn.; K, Chateau Thierry.
- McIndoe, James F.; Address unknown; H; Colonel; Prepn.; Chateau Thierry.
- Metzger, John C.; Address unknown; F; 2nd Lt.; Prepn.; Chateau Thierry; EW, Soissons.
- Miller, Bernard; Address unknown; B, F, H; 1st Lt.; Prepn.
- Miller, John C.; Address unknown; E; 2nd Lt.; Prepn.; DSC, Chateau Thierry.
- Mills, Ray C.; Anamosa, Iowa; C, F; 2nd Lt.; Prepn.; Rhine.
- Mitchell, William A.; Washington, D. C.; H; Colonel; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine, Legion of Honor, DSM.
- Molesberry, Howard C.; East Liverpool, Ohio; C, D; 1st Lt.; Prepn.; DSC, Chateau Thierry; Soissons.

- Monaco, Donat F.; Phillips, Wis.; M. C.; 1st Lt.; Rhine.
- Moddy, Harry B.; Los Angeles, Cal.; C; 2nd Lt.; Argonne; Rhine.
- Neuman, David L.; New York City, N. Y.; C; Capt.; Prepn.
- Nicholas, Richard U.; Address unknown; F, H; Capt.; Prepn.
- Nichols, R. C.; Address unknown; V. C.; 2nd Lt.; Prepn.
- Noble, George T.; Aztec, N. M.; E, F, H; 1st Lt.; Prepn.; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Nolte, Robert W.; New Orleans, La.; A, C; 1st Lt.; St. Mihiel; K, Blanc Mont.
- Oliver, Lunsford E.; Goodman, Mo.; H; Lt. Col.; Rhine.
- O'Neil, James E.; Brookline, Mass.; E, B, H; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Oudiette, Pierre, 8 de Laborde Pres Gare Saint Lazare, Paris, France; Liaison Officer at H; 1st Lieut., Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny. Argonne; Rhine.
- Peck, Myron H.; Petersburg, Va.; E, 2nd Bn.; Capt.; Chateau Thierry; Soissons, St. Mihiel; DSC, K, Blanc Mont.
- Pipkin, Philip H.; Lake Charles, La.; C, D; 1st Lt.; Rhine.
- Pontius, Robert W.; Canton, Ohio; A; 2nd Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Prowell, Grover C.; Birmingham, Ala.; B, A; 1st Lt.; Prepn.; Chateau Thierry; Soissons.
- Fullen, Daniel D.; Address unknown; H; Lt. Col.; St. Mihiel.
- Rack, Edgar C.; Waco, Texas; C, B; 1st Lt.; Rhine.
- Randolph, John A.; Memphis, Tenn.; H; Chaplain; Prepn.; Chateau Thierry; Soissons.
- Reidesell, P. W.; Address unknown; A, C; 2nd Lt.; Prepn.
- Robbers, Joseph C.; Stapers, Minn.; F; 2nd Lt.; Prepn.; Chateau Thierry.
- Rockwell, Louis; St. Charles, Ill.; E, A, B, 1st Bn., C; 1st Lt.; Prepn.; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Rosenbluth, Robert; Address unknown; F; 1st Lt.; Prepn.
- Rossell, William T.; New York City, N. Y.; H, B; Capt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Rothwell, Chester A.; Hamilton, Ohio; D, E, 1st Bn.; Capt.; Rhine.
- Samuels, Joseph F.; Salt Lake City, Utah; A, F; 2nd Lt.; Prepn.; Soissons; St. Mihiel, Blanc Mont.
- Sargent, Joseph A.; Address unknown; 2nd Bn.; H; Capt.; Prepn.; EW, Chateau Thierry; St. Mihiel; CG, Blanc Mont.
- Saunders, Shelby M.; New Orleans, La.; H; Capt.; Argonne; Rhine.
- Schaffer, William; Address unknown; B; 1st Lt.; Prepn.
- Schley, Julian S.; Address unknown; H; Major; Prepn.
- Schmidt, Herbert E.; Address unknown; A; Capt.; Prepn.
- Schubert, Frank G.; Address unknown; M. C.; 1st Lt.; Prepn.; Chateau Thierry; Rhine.
- Seaport, Leslie B.; Address unknown; M. C.; 1st Lt.; St. Mihiel; Blanc Mont; Attigny, Argonne; Rhine.
- Sharp, F. S.; Address unknown; M. C.; 1st Lt.; Prepn.; Chateau Thierry.
- Sherwood, Richard H.; Fort Worth, Texas; H; Capt.; Rhine.
- Shultz, John C.; Address unknown; A; 2nd Lt.; Prepn.
- Siebert, Harold W.; Address unknown; F; Capt.; Prepn.
- Singleton, Maciejah; Rogland, Ala.; A, H, F; 1st Lt.; Prepn.; Chateau Thierry; Soissons.
- Slade, James V.; Wichita, Kan.; E; 1st Lt.; Prepn.; Chateau Thierry; CG, Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Smith, C. Walter; Bridgewater, Mass.; H; Chaplain; Blanc Mont; Attigny; Argonne, Rhine.
- Smith, Lester C.; Montgomery, Ala.; B, H, C; Capt.; Prepn.; Chateau Thierry; Soissons, St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Smith, Richard L.; Los Angeles, Cal.; H; Capt.; Rhine.
- Snow, William A.; Washington, D. C.; E, H, 2nd Bn.; 1st Bn.; Major; Prepn.; DSC, CG, W-2, EW, Chateau Thierry; Soissons; Rhine.
- Sourwine, James A.; Reno, Nev.; H; Capt.; EW, St. Mihiel; Rhine.
- Spafford, James H.; Baltimore, Md.; C; 1st Lt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; DSC, K, Blanc Mont.
- Spalding, George R.; Covington, Ky.; F, A; Capt.; Prepn.; K, Chateau Thierry.
- Spencer, Arthur G.; El Paso, Texas; A, F, B, C; 1st Lt.; Prepn.; Chateau Thierry; ES, Soissons.
- Steiner, John J. F.; Montgomery, Ala.; A, B, F, 1st Bn.; Prepn.; Chateau Thierry, Soissons; St. Mihiel; CG, DSC, Blanc Mont; Attigny; Argonne; Rhine.

- Stem, Clifford H.; Washington, D. C.; C; 2nd Lt.; Prepn.
- Strong, Frederick S.; Jr.; Address unknown; H; Lt. Col.; St. Mihiel Blanc Mont; Attigny.
- Styer, Wilhelm D.; Address unknown; A, H; Capt.; Prepn.
- Swain, Clayton E.; Address unknown; A; 2nd Lt.; Prepn.
- Tapscott, Kenneth A.; Roslyn, N. Y.; C; 2nd Lt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; EW, Attigny.
- Ten Hagen; Henry; Highfalls, N. Y.; B, C; 2nd Lt.; Prepn.; Chateau Thierry.
- Tenney, William N.; Address unknown; M. C.; Major; Blanc Mont; Attigny.
- Thompson, Peter M.; Washington, D. C.; B; 2nd Lt.; Prepn.
- Troland, Girard B.; New London, Conn.; H; Capt.; Rhine.
- Trout, Alexander; Address unknown; D; Capt.; Chateau Thierry.
- Underwood, Jesse W.; Address unknown; B; 1st Lt.; Prepn.
- Van Hapert, Constant; Address unknown; D; 2nd Lt.; Prepn.; ES, Chateau Thierry; ES, St. Mihiel; ES, Blanc Mont.
- Vaughn, Vernon A.; Memphis, Tenn.; D; 2nd Lt.; Prepn.; EW, Chateau Thierry.
- Wall, James J. Jr.; New York City, N. Y.; A, H; Capt.; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Warner, Russell R.; Washington, D. C.; D; 1st Lt.; Prepn.; EW, Chateau Thierry.
- Watkins, Samuel C.; Algona, Wash.; E; 1st Lt.; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- White, Lloyd Y.; Fort Worth, Texas; F; 1st Lt.; Rhine.
- Whiting, Louis W.; San Francisco, Cal.; H; 1st Lt.; Prepn.; Chateau Thierry.
- Wileden, Lewis A.; Lansing, Mich.; V. C.; 2nd Lt.; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Willey, Marney B.; Address unknown; B, F; 2nd Lt.; Prepn.; EW, Chateau Thierry.
- Williams, Henry H.; Tacoma, Wash.; H, C; 2nd Lt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Wirsching, Carl B.; Los Angeles, Cal.; H, 1st Bn.; Capt.; Soissons.
- Witz, Louis, New Haven, Conn.; M. C.; 1st Lt.; Rhine.
- Wogcik, John; Gary, Ind.; A, C; 2nd Lt.; Prepn.; Chateau Thierry; Soissons; Argonne; Rhine.
- Wood, Jay P.; Address unknown; C; 1st Lt.; Prepn.
- Woodcock, Charles F.; Address unknown; F; 2nd Lt.; Prepn.
- Woodle, George B.; Syracuse, N. Y.; A, B; 1st Lt.; Prepn.; Chateau Thierry; CG, Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Wright, Edward C.; Jersey City, N. J.; E; 2nd Lt.; Prepn.
- Wright, Robert R.; St. Louis, Mo.; A, 1st Bn.; H; 1st Lt.; Prepn.; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Wyche, Tucker S.; Hereford, Texas; A; Capt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Wyman, Theodore, Jr.; Kingston, N. Y.; F, H, 2nd Bn.; Major; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Young, Gordon R.; New York City, N. Y.; H; Major; Prepn.
- Zimmerman, Elmer, Washington, D. C.; A; 1st Lt.; Prepn.
- Zinn, George A.; Seattle, Washington.; H; Colonel; Prepn.

APPENDIX No. 7

LIST OF ALL ENLISTED MEN WITH CHRONOLOGICAL RECORD OF CAMPAIGNS, DECORATIONS, ETC.

(The following abbreviations are used in this list: E for Evacuated; S for Sick; W for Wounded; K for Killed; A, B, C, D, E, F, H, MC, VC, to denote organization as Co. A, B, C, D, E, F, Hdqrs. Medical Corps, Veterinary Corps; 2nd Lieut, Sgt. 1st Cl., &c to denote highest rank in 2nd Engineers; Prepn., Chateau Thierry, Soissons, St. Mihiel, Blanc Mont, Attigny, Argonne, Rhine, to denote that the individual was with the regiment during all or a part of the period covered by the dates of that chapter in the history; CG for Croix de Guerre; DSC for Distinguished Service Cross; DSM for Distinguished Service Medal, MM for Medaille Militaire.)

- Aalto, John A.; Burlington, Vt.; C; Pvt. 1st Class; Blanc Mont; Attigny; Argonne; Rhine.
- Abati, Enrico; Hidding, Minn.; C; Pvt.; Rhine.
- Abby, Elvey, J.; Address unknown; A; Pvt.; Chateau Thierry; EW, Soissons.
- Abbot, Dean; Cortland, Ohio; E, 2nd Bn.; Sgt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Abercrombie, Donald L.; Address unknown; A; Pvt.; Prepn.; Chateau Thierry; ES, Soissons.
- Abra, Charlie J.; Butte, Mont.; F; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Ackerman, James E.; Caldwell, Ida.; Cpl.; D; Prepn.; Chateau Thierry; Soissons; St. Mihiel; ES, Rhine.
- Adair, Robert C.; Ogden, Utah; B, H, C; Pvt.; Prepn.; Chateau Thierrp; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; ES, Rhine.
- Adam, August C.; Address unknown; Sgt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; ES, Blanc Mont.
- Adam, Charlie J.; Leavenworth, Ind.; F; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Adams, Ezra T.; Minnola, Ark.; B; Pvt. 1st Class; Rhine.
- Adams, Lewis H.; Kansas City, Kans.; C; Pvt. 1st Class; ES, Prepn.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Adams, Ralph; Dewoit, Mich.; A; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Adams, Zed H.; Marysville, Calif.; E; Pvt. 1st Class; Prepn.; EW, Chateau Thierry; Soissons; St. Mihiel; Argonne; Rhine.
- Addison, Joseph A.; Cambridge, Ohio; H; 3rd Class Musc.; Rhine.
- Adesky, Max; Newark, N. J.; C; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Adkins, Arthur; Ashland, Ky.; Pvt. 1st Class; D; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Adkins, Wallace; Ward, W. Vt.; B; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Ahrens, Ray M.; Chicago, Ill.; Pvt.; Chateau Thierry; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Ake, Harry; Alexander, La.; H; 3rd Class Musc.; Rhine.
- Albers, Leo W.; La Porte, Ind.; D; Bugler; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Albrecht, Carl; Toledo, Ohio; E; 2nd Bn.; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Alderman, Lloyd; Ensign, Kans.; B; Cpl.; Prepn.; ES, Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Aldred, Fred H.; Worcester, Mass.; F; Pvt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Alesi, Joseph; Chicago, Ill.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Alexander, George W.; Waterville, Minn.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Alfano, Vincent; Edgewater, Ala.; A; Pvt.; Argonne; Rhine.
- Alford, George; Address unknown; D; Pvt.; Soissons; ES, St. Mihiel.
- Allen, Alvis F.; Oklahoma City, Okla.; A; Pvt.; Argonne; Rhine.

- Allen, Clinton; Address unknown; F; Pvt.; Prepn.; EW, Chateau Thierry.
- Allen, James; New York, N. Y.; E. C; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Allen, Major C.; Mesquit, Tex.; B; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Allison, Charlie F.; Welty, Okla.; Cook; A; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Allison, Fred M.; Savannah, Ga.; A; Cpl.; Prepn.; Chateau Thierry; K, Soissons.
- Allison, James T.; El Paso, Tex.; C; Cpl.; Prepn.; W, EW, Chateau Thierry.
- Allman, Henry G.; Address unknown; A; Pvt.; Prepn.; K, Chateau Thierry.
- Allumbaugh, John; Boise, Ida.; B; Pvt.; Prepn.; EW, Chateau Thierry.
- Amery, John B.; Anaqua, Tex.; D; Sgt. 1st Class; Rhine.
- Amos, Jack; Address unknown; E; Pvt.; St. Mihiel; Blanc Mont; Attigny.
- Andereck, Edgar P.; Minneapolis, Minn.; C; Cpl.; EW, Chateau Thierry.
- Anderson, Albert; Miami, Arizona; E; Pvt.; 1st Class; Prepn.; ES, Chateau Thierry; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anderson, Andrew G.; Rock Springs, Wyo.; B; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; EW, Argonne; Rhine.
- Anderson, Carl M.; Dallas, Tex.; D; Cpl.; ES, Prepn.
- Anderson, Clarence W.; Minneota, Minn.; Sgt.; A; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; ES, Argonne; Rhine.
- Anderson, Frank J.; Ludington, Mich.; A; Pvt.; ES, Chateau Thierry; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anderson, Henry W.; Ishpeming, Mich.; A; Saddler; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anderson, Jens C.; Address unknown; B; Cpl.; Prepn.; K, Chateau Thierry.
- Anderson, Lief I.; Address unknown; A; Pvt.; K, Chateau Thierry.
- Anderson, Martin; New London, Minn.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anderson, Martin M.; Address unknown; F; Pvt. 1st Class; Prepn.; EW, Chateau Thierry.
- Anderson, Nels; Address unknown; E; Pvt.; Prepn.
- Anderson, Peter E.; Logan, Utah; E; Cpl.; Prepn.; Chateau Thierry; Soissons; S Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anderson, Roy; Mankato, Minn.; B; Sgt.; Prepn.; Chateau Thierry; CG, Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anderson, St. Clair; Peroria, Ill.; A; Pvt.; Argonne; Rhine.
- Anderson, Walter L.; Pleasanton, Neb.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anderson, Willie W.; Richmond, Va.; E; Pvt. 1st Class; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; EW, Attigny; Argonne; Rhine.
- Anderson, Alma M.; Address unknown; C; Pvt.; Prepn.; ES.
- Angel, Peter G.; Reading, Pa.; C; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Angelustrus, Domenica; Corona, N. Y.; Pvt. 1st Class; Rhine.
- Angigliere, Mike; Address unknown; C; Pvt.; St. Mihiel; Blanc Mont; K, Attigny.
- Angle, Jacob O.; Address unknown; E; Pvt.
- Anglin, Ernest; Address unknown; D; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; ES, Argonne.
- Annett, Forrest L.; Stinger, N. Mex.; A; Cpl.; ES, Prepn.
- Anson, Lloyd W.; Walla Walla, Wash.; C; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Antonucci, Joseph; Fresno, Cal.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Anuszewaski, Charles; Baltimore, Md.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Appizzato, Joseph; Address unknown; D; Pvt.; Prepn.; W, Chateau Thierry; EW, Soissons.
- Apple, Sam; Chicago, Ill.; E; Cpl.; Rhine.
- Applebaum, Abraham; Buffalo, N. Y.; E; Pvt. 1st Class; Prepn.; W, Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Arbour, Allain J.; Baton Rouge, La.; B; Cpl.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Archer, Francis H.; Terusdale, Mo.; A; Cpl.; Prepn.; Chateau Thierry; Soissons; St.

- Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Aring, Edward Wm.; Cleveland, Ohio; C; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Armburst, Joseph S.; Geneva, Ill.; E; Sgt.; Rhine.
- Armstrong, Elden; Hugo, Okla.; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Arnell, John; Address unknown; B; Cpl.; Prepn.; ES, Chateau Thierry.
- Arnott, Harvey; Address unknown; D; Pvt.; EW, Chateau Thierry.
- Aronson, Edward; Address unknown; B; Pvt. 1st Class; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; EW, Argonne.
- Arthur, James E.; Gulfport, Miss.; H; 1st Class Musc.; Rhine.
- Ashley, William M.; Somerset, Ky.; C; Pvt. 1st Class.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Aschom, George C.; Lansing, Ia.; H; Banw Cpl.; Rhine.
- Aslett, Isaac; Caldwell, Ida.; F; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; EW, Attigny.
- Atkinson, Harry W.; Lonoconig, Md.; E; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Atkoezalties, Simon; Address unknown; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; ES, Argonne.
- Aurelli, Florindo; Address unknown; B; Pvt.; St. Mihiel; Blanc Mont; Attigny; EW, Argonne.
- Auspos, Lawrence A.; Elk River, Minn.; C; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; CG, Attigny; Argonne; Rhine.
- Autrey, Cecil E.; Ft. Worth, Tex.; B; Pvt.; Prepn.; ES, Chateau Thierry; Blanc Mont; Attigny; ES, Argonne.
- Avery, Oscar F.; Caldwell, Ida.; D; Pvt.; Prepn.; W, Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny.
- Ayers, Granville B.; Address unknown; A; Pvt.; Chateau Thierry; EW, Soissons.
- Baber, Elliott L.; Delphi, W. Va.; A; Pvt. 1st Class; Argonne; Rhine.
- Bachelder, Milton M.; Address unknown; E; Sgt.; Prepn.; ES, Chateau Thierry.
- Bachelona, Charles; Barington, Ill.; A; Pvt. 1st Class; ES, Chateau Thierry; Blanc Mont; Attigny; Argonne; Rhine.
- Backe, John; Hendrum, Minn.; E, 2nd Bn.; Pvt.; Prepn.; Chateau Thierry; EW, Soissons; Blanc Mont; Attigny; Argonne; Rhine.
- Backlund, George V.; Detroit, Mich.; Pvt. 1st Class; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Backstrom, Charles; Chicago, Ill.; C; Cpl.; Rhine.
- Badge, John Miami, Arizona; E; Cpl.; EW, Chateau Thierry; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Baduin, August; Oakland, Cal.; A; Cook; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Bahensky, Leonard; St. Paul, Neb.; A; Cpl.; Prepn.; EW, Chateau Thierry.
- Baisden, Harrison; Charleston, W. Va.; A; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Baker, Leo J.; Morris, Ill.; F; Cpl.; Prepn.; ES, Chateau Thierry.
- Baker, Oscar R.; St. Croix Fall, Wis.; Sgt.; Prepn.; Chateau Thierry; EW, Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Baker, William B.; St. Paul, Minn.; F; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Baldwin, Kenneth C.; Kansas City, Mo.; A; Pvt.; Prepn.
- Bale, Earnest; Authven, Ia.; B; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Bale, Grover C.; Address unknown; A; Pvt.; Chateau Thierry; K, Soissons.
- Balester, Frank P.; Watsonville, Cal.; A; Pvt. 1st Class; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Ballantine, John H.; Address unknown; A; Cpl.; Prepn.; EW, Chateau Thierry.
- Ballard, Clyde; Okmuigee, Okla.; C, E; Pvt. 1st Class; Rhine.
- Ballard, Charles E.; Lockhart, Tex.; D, H; Bugier; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Ballard, Elmer M.; Caldwell, Ida.; E; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Ballard, Lloyd F.; Address unknown; B; Pvt.; ES, Chateau Thierry.
- Ballow, Herbert; Hickman, Ky.; D, H; Pvt. 1st Class; Argonne; Rhine.

- Bamford, Albert G.; Eric, British Columbia; B; Pvt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; EW, Blanc Mont.
- Banach, Frank; South Milwaukee, Wis.; E; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Banche, Matteo; South Vermington, Ill.; B; Pvt.; Rhine.
- Bandero, Angelo; St. Louis, Mo.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Bandy, John H.; Address unknown; A; Pvt.; Chateau Thierry; EW, Soissons.
- Bang, Clarence H.; Minneota, Minn.; A; Cpl.; Prepn.; Chateau Thierry; Soissons St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Bannes, Joseph; Chicago, Ill.; B; Pvt.; Rhine.
- Banzinas, Antony, Address unknown; A; Pvt.; EW, Chateau Thierry.
- Barbarino, John; Address unknown; Pvt.; Prepn.; K, Chateau Thierry.
- Barber, Lum L.; Joplin, Mo.; A; Pvt.; Prepn.; Chateau Thierry.
- Barberi, Garibaldi; Barre, Vt.; H; 1st Class Musc.; Rhine.
- Barberi, Mario; Barre, Vt.; H; 2nd Class Musc.; Rhine.
- Barbieri, Silvio; San Francisco, Cal.; F; Pvt. 1st Class; Chateau Thierry; Soissons; ES, Blanc Mont; Attigny; Argonne; Rhine.
- Bardosi, Joseph; Barre, Vt.; H; 2nd Class Musc.; Rhine.
- Bardosi, Artenzio, Barre, Vt.; H; 2nd Class Musc.; Rhine.
- Bardsley, Homer L.; Address unknown; E; Pvt. 1st Class; Prepn.; ES, Chateau Thierry.
- Bareski, Peter; Glen Lyon, Pa.; E; Rhine.
- Barga, Elmer F.; Versailles, Ohio; E; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barker, Harry R.; Volga, W. Va.; B; Pvt.; Rhine.
- Barker, Hurrel W.; Signal Mt., Tenn.; A; Pvt.; St. Mihiel; Soissons; Blanc Mont, Attigny; Argonne; Rhine.
- Barnas, Anton; Pender, Neb.; A; Saddler; Prepn.; Chateau Thierry; Soissons; St. Mihiel; ES, Mont Blanc.
- Barnes, George E.; Morris, Ill.; F; Sup. Sgt.; Prepn.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barnes, Harry F.; Address unknown; C; Spl.; ES, Rhine.
- Barnes, John H.; St. Paul, Ind.; A; Cook; Prepn.; Chateau Thierry.
- Barnes, William J.; Detroit, Mich.; A; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barnetson, Floyd A.; Address unknown; C; Pvt.; Prepn.; EW, Chateau Thierry.
- Barnett, Wilbur A.; Vincennes, Ind.; C; Pvt. 1st Class; Prepn.
- Barret, Granville B.; Baxton, Tenn.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barrett, John J.; Archbald, Pa.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barry, Frank; Eureka, Cal.; B; Pvt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; ES, Argonne.
- Barry, Thomas; Roxbury, Mass.; A; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barta, Joseph; New York City; Pvt.; D; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barthol, Leo A.; Wayzata, Minn.; A; Cpl.; Argonne; Rhine.
- Bartlett, Elmer E. Jr.; Florence, N. J.; C; Pvt.; St. Mihiel; DSC, CG, Blanc Mont; Attigny; Argonne; Rhine.
- Bartlett, Sewell L.; Chicago, Ill.; C; Cpl.; Prepn.; Chateau Thierry; EW, Soissons; Rhine.
- Bartling, Herman; Gladook, Ia.; A; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Barzuk, Stephen; Address unknown; E; Pvt.; Prepn.; EW, Chateau Thierry.
- Basta, Emil E.; Cleveland, Ohio; E; Pvt.; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
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- Battung, George; Heidelberg, Penn.; B; Pvt.; ES, Rhine.
- Batty, George L.; Address unknown; F; Pvt.; St. Mihiel; ES, Blanc Mont; Attigny; Argonne; Rhine.
- Baubon, Adolph; Address unknown; D; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; ES, Rhine.
- Baystert, William G.; Mazeppa, Minn.; A; Pvt. 1st Class; Prepn.; EW, Chateau Thierry.

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- Boatright, Fred E.; Maryneal, Tex.; E; Saddler; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Bohling, Forrest J.; Address unknown; F; Pvt.; Rhine.
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- Bowen, Carlton; Address unknown; D; Pvt.; K, Prepn.
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- Brown, Joseph E.; Burlington, N. C.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.

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- Brummer, Frank; Tipton, Kans.; B; Pvt.; Rhine.
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- Chavez, Eraclio; Address unknown; E; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Missing. Attigny.
- Checkley, William T. Jr.; Paterson, N. J.; C; Pvt. 1st Class; Prepn.; W, Prisoner, Chateau Thierry.
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- Corbin, Orval; Address unknown; B; Pvt.; Chateau Thierry; Missing Soissons.
- Corey, Clinton F.; Hanford, Cal.; B; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Cornelius, Edson B.; Lansing, Mich.; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Cornell, Harry; Chicago, Ill.; F; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Cornwell, John; Shelby, Mo.; F, H; Wag.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Corrigan, Frank L.; San Francisco, Cal.; C; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; ES, Rhine.
- Corrigan, John; Ottawa, Ill.; C; Pvt.; Rhine.

- Corrigan, William G.; Leadville, Colo.; A; Wag.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Corrin, George E.; Des Moines, Ia.; C; Stab. Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Cortell, John D.; Cleveland, O.; F, H. C; Cook; Prepn.; Chateau Thierry; Soissons; EW, St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Costa, Gaetano; Address unknown; A; Pvt.; Prepn.; Chateau Thierry; EW, Soissons.
- Costello, William J.; Peabody, Mass.; Med. Det.; Pvt.; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Cottingham, William J.; Lafayette, Ind.; F; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Missing, Attigny.
- Couch, William W.; Center, Mo.; F, H; M.E. J.G.; Prepn.; EW, Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Coughlin, Daniel; Maysville, Ky.; E; Pvt. 1st Class; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Coughlin, John D.; Address unknown; D; Pvt.; Prepn.; Chateau Thierry; EW, Soissons.
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- Courtney, William E.; Dallas, Ia.; A; Pvt. 1st Class; Argonne; Rhine.
- Cowart, John W.; Address unknown; D; Sgt.; Prepn.; Chateau Thierry.
- Cowgill, Damon L.; Address unknown; C; Pvt. 1st Class; St. Mihiel; Blanc Mont; Attigny; Argonne; ES, Rhine.
- Cowles, Alfred; Brighton, Colo.; B; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Cox, John Cecil; Clovis, Cal.; B; Pvt.; Prepn.; K, Chateau Thierry.
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- Craig, Eugene H.; Wichita, Kans.; B, H; Pvt.; ES, Chateau Thierry; Soissons; Blanc Mont; Attigny; Argonne; Rhine.
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- Crandell, Edward H.; Address unknown; A; Pvt.; Chateau Thierry; Soissons; St. Mihiel; ES, Blanc Mont.
- Crawford, Jim; Address unknown; B; Pvt.; Chateau Thierry; Missing, Soissons.
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- Crouch, Walter T.; Elemdale, Kans.; A; Cook; Prepn.; K, Chateau Thierry.
- Crowder, Horace U.; Turrell, Ark.; B; Wag.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Curcio, Joseph; Astoria, N. Y.; A; Pvt.; Chateau Thierry; EW, Soissons.
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- Davidson, Lewis; Quicksand, Ky.; E; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne, Rhine.
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- De Bolt, Frank B.; Juliaetta, Ida.; C; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- De Forrest, Raymond F.; Address unknown; C; 1st Sgt.; Rhine.
- DeFrancesco, Carmine; Address unknown; B; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; EW, Argonne.
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- DeHaven, Ernest; Address unknown; A; Pvt.; Prepn.; K, Chateau Thierry.
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- De Lomba, Eugene; East Providence, R. I.; E; Pvt. 1st Class; St. Mihiel; Blanc Mont, Attigny; Argonne; Rhine.
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- Desmond, Daniel J.; Berkeley, Cal.; 1 B; Pvt.; ES, Prepn.
- Destler, Fred H.; Hutchinson, Kans.; B; Pvt. 1st Class; Prepn.; ES, Chateau Thierry

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- Dewey, Clark H.; Geneva, Ill.; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Rhine.
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- Jacobson, Walter A.; Minneapolis, Minn.; B; Sup. Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Jacobson, Nels N.; Address unknown; D; Pvt.; D; EW, Chateau Thierry.
- James, Albert H.; Frost, Tex.; A; Pvt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- James, Bert E.; Seattle, Wash.; D; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; ES, Argonne.
- James, Worthen E.; Address unknown; E; Pvt.; Prepn.; EW, Chateau Thierry.
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- Jamieson, David J.; Akron, Ohio; A; Cpl.; Argonne; Rhine.
- Janeck, Joe; Address unknown; E; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel.
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- Jaworski, Nikalaj; Address unknown; E; Pvt. 1st Class; Prepn.; K, Chateau Thierry.
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- Jensen, Ernest; Caldwell, Ida.; F; Pvt.; Prepn.; Chateau Thierry; Soissons.

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- Jensen, Wilbur C.; Reynolds, N. D.; B; Cpl.; ES, Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Jepperson, Wilhelm, Hill, Mont.; D; Pvt.; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Johnson, Carl E.; Geneva, Ill.; C; Pvt. 1st Class; Prepn.
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- Johnson, Herbert D.; Rupert, Ida.; D; Pvt.; Prepn.; EW, Chateau Thierry.
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- Johnson, Oscar A.; Address unknown; Pvt.; Prepn.; Chateau Thierry.
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- Morris, Ottis; Montizuma, Ind.; B; Pvt. 1st Class; Prepn.; K, Chateau Thierry.
- Morris, Reubin B.; Greshaw, Miss.; E; Wag.; Prepn.; Chateau Thierry; Soissons, St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Morrison, Alva; Address unknown; B; Pvt.
- Morrison, Charles E.; Lyon, Mont.; C; Cook; Chateau Thierry; Soissons; Blanc Mont; Attigny; Argonne; Rhine.
- Morrison, Fred J.; Danville, Ill.; D; Cpl.; Prepn.; Chateau Thierry; Soissons.
- Morrison, John W.; Albany, N. Y.; C; Sgt.; Prepn.; Chateau Thierry; Soissons.
- Morrow, James J.; Ardock, N. D.; D; Sgt. Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Morrow, John H.; Address unknown; E; Pvt.

- Morrow, Ovel G.; Lewiston, Ida.; F; Pvt.; Prepn.; EW, Chateau Thierry.
Mortensen, Charles C.; Rodsford, Ill.; E; Pvt.; Rhine.
Mortdorff, Earl; Address unknown; B; Pvt.
Moses, Joe; Detroit, Mich.; C; Pvt.; St. Mihiel; Blanc Mont; Attigny; ES, Argonne.
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Moss, George E.; Anderson, Cal.; B; Pvt.
Mothersbough, Walter; Syracuse, Mo.; F; Cpl.; Prepn.; Chateau Thierry; Soissons;
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Moynihan, Allen J.; Chicago, Ill.; E; Sgt.; Prepn.
Mudd, Louis R.; Cheyenne, Wyo.; A; Sgt.; Chateau Thierry; ES, St. Mihiel; Argonne;
Rhine.
Muhs, Henry C.; Comanchie, Ia.; A; Cpl.; Argonne; Rhine.
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Mulligan, Joseph; Cleveland, Ohio; Pvt. 1st Class; D; Prepn.; EW, Chateau Thierry;
St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
Mullin, Thomas H.; Greensburg, Pa.; F; Pvt. 1st Class; Prepn.; Chateau Thierry;
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Mulvenhill, Arthur J.; New York City; E; Pvt.; Rhine.
Mumford, William J.; Montpelier, Ida.; C; Pvt. 1st Class; Prepn.; Chateau Thierry;
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Muno, Angelle; Address unknown; E; Pvt.; Chateau Thierry; ES, Soissons.
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Murphy, Joseph A.; Chicago, Ill.; C; Pvt.; Prepn.; Chateau Thierry; K, Soissons.
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Mihiel; Blanc Mont; EW, Attigny.
Murphy, William P.; Des Moines, Ia.; B; Cpl.; Prepn.; Chateau Thierry; Soissons;
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Murphy, William P.; San Francisco, Cal.; D; Cpl.; Prepn.; Chateau Thierry; Soissons.
Murray, Delong J.; Alameda, Cal.; D; Cpl.; Prepn.; Chateau Thierry; Soissons; Blanc
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Murray, Floyd T.; Delaware, Okla.; F; Cpl.; Prepn.; Chateau Thierry; Soissons.
St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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Myers, Andy D.; Caldwell, Ida.; F; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons;
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St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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Myers, Roger W.; Knapp, Wis.; D; Pvt. 1st Class; EW, Chateau Thierry; Attigny;
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Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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Neff, Harry B.; Address unknown; D; Pvt.; ES, Soissons.

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- Newell, Fenn B.; Providence, R. I.; A; Sgt.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; ES, Argonne.
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- North, Emil; Brooklyn, N. Y.; F; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; EW, Attigny.
- Norheutt, Woodson L.; Malono, Tex.; A; Pvt.; Prepn.; Chateau Thierry.
- Northern, William G.; Rockford, Ky.; D; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Nugent, Cicero; Rochelle, La.; B; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Nugent, Dan L.; Abilene, Kan.; C; Sgt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Nunley, John M.; Woofford, Ky.; D; Pvt. St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Nunley, Manuel; Colmo, Tenn.; E; Pvt.; Rhine.
- Nye, Dudley D.; Marietta, Ohio; B; Pvt.; Prepn.
- Nygard, Carl; Racine, Wis.; E; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; CG, Blanc Mont; Attigny; Argonne; Rhine.
- Neuchterlein, Walter J.; Reese, Mich.; F; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Neusse, Miles; Address unknown; E; Cpl.; Prepn.; Chateau Thierry.

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- Oakley, Audia; Address unknown; A; Cpl.; Chateau Thierry; Soissons; St. Mihiel; EW, Blanc Mont.
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- Oats, Ralph K.; Address unknown; H; Pvt. 1st Class; Prepn.
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- O'Connell, William; Chariton, Ohio; E; Cpl.; Rhine.
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- Offerman, Albert T.; Joliet, Ill.; D; Cpl.; Prepn.; EW, Chateau Thierry.
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- Oliva, Royal; Detroit, Mich.; D; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Olsen, Henry C.; Hankinson, N. D.; B; Wag.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Olson, Norman T.; Address unknown; E; Cpl.; Prepn.; EW, Chateau Thierry.
- Olson, Ole; Tucumcari, N. M.; B; Cook; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Olson, Oscar E.; Decorah, Ia.; F; Sup. Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Olson, Oscar J.; Tracy, Minn.; C; Pvt. 1st Class; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- O'Neill, Harry; Address unknown; D; Pvt. 1st Class; Soissons; EW, St. Mihiel.
- O'Neill, Joseph F.; Anderson, Ind.; B; Cpl.; Rhine.
- Oresky, George F.; Craig, Colo.; A; Pvt.; Prepn.
- Orange, Fred; La Grange, Ill.; C; Pvt. Prepn.; K, Chateau Thierry.
- Orestan, Mike; Address unknown; D; Pvt.; EW, Chateau Thierry; EW, Blanc Mont.
- O'Rourke, Eugene; Whiting, Ind.; M. D.; Pvt.; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Orsburn, William; Murphysboro, Ill.; B; Pvt. 1st Class; Rhine.
- Osborn, Clyde E.; Hazelwood, Ind.; D; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Osborn, Henry; Burr Oak, Mich.; E; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.

- Oscar, Jerry; Weitchepac, Cal.; C; Pvt. St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Osedch, Joseph; Waterbury, Conn.; C; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Owens, Peter F.; Paterson, N. J.; C; Pvt. ES, Prepn.
- Owings, Arthur C.; Fairfield; Wag.; D; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Oxford, Grover C.; Crestville, Tenn.; E; Pvt.; Rhine.
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- Palmer, Carl H.; Address unknown; E; Cpl.; Prepn.; EW, Chateau Thierry.
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- Panootsos, James G.; Watson, Utah; Argonne; Rhine.
- Parcels, George W.; Paterson, N. J.; F; Pvt. Chateau Thierry; Soissons; St. Mihiel; Missing, Blanc Mont.
- Parker, Gordon; Earlington, Ky.; B; Pvt. 1st Class; Rhine.
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- Phillips, William T.; Address unknown; B; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Missing, Argonne.
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- Provencal, Ralph J.; St. Johnsbury, Vt.; H; Asst.; Band Leader; Rhine.
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- Rummell, Gerald; Lewiston, Ida.; F; Pvt.; ES, Prepn.
- Ruppert, Charles Mc.; Forrester, Ill.; C; Pvt.; Prepn.; ES, Chateau Thierry.
- Russo, Joseph; Milwaukee, Wis.; F; Pvt. St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.

- Russell, George W.; Center Strafford, N. H.; H; Band Sgt.; Rhine.
- Ruth, Harry W.; Walton, Ind.; F; Cpl.; ES, Prepn.; Chateau Thierry; Soissons; St. Mihiel; EW, Blanc Mont; Rhine.
- Rutledge, Joseph F.; Address unknown; E; Cpl.; Prepn.; EW, Chateau Thierry.
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- Ryan, James R.; Leadville, Colo.; B; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; EW, Argonne.
- Ryan, William M.; Detroit Mich.; F; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Rydquist, Gustavus A.; St. Paul, Minn.; A; Cpl.; Rhine.
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- Rynda, Rudolph J.; Montgomery, Minn.; St. Sgt.; D; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Sabbe, August; Escanaba, Mich.; A; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel EW, Blanc Mont; Attigny; Argonne; Rhine.
- Sacre, Edgar J.; Huntington, Ore.; B; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Rhine.
- Salens, Charles; Monroe, Mich.; A; Pvt. 1st Class; Argonne; Rhine.
- Salet, Frank R.; Address unknown; C; Pvt. 1st Class; Prepn.; ES, Chateau Thierry; St. Mihiel; Blanc Mont; Attigny; Argonne; ES, Rhine.
- Salvatore, Domiana; Dillon, Mont.; A; Pvt.; Prepn.; Chateau Thierry; EW, Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Samenick, Joseph, Address unknown; F; Pvt.; EW, Chateau Thierry.
- Samsel, John F.; Kamiach, Ida.; B; Wag.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Sanders, Joseph D.; Hoisington, Kans.; M.E.J.G.; D, H; Prepn.; DSC, Chateau Thierry; CG, Soissons; St. Mihiel; EW, Blanc Mont; Argonne; Rhine.
- Sandy, Harve E.; Boise, Ida.; D; Cpl.; Prepn.; EW, Chateau Thierry.
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- Sargent, Delmore; Address unknown; C; Wag.; Prepn.; Chateau Thierry; EW, Soissons.
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- Schack, Joseph; Chicago, Ill.; D; Pvt.; Argonne; Rhine.
- Schaettgen, Harry J.; Chicago; Ill.; H; 3rd Class Muse.; Rhine.
- Schand, Frank T.; Boise, Ida.; E; Pvt.; EW, Chateau Thierry.
- Schattuck, Harlen L.; Nelson, Neb.; H; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel.
- Schaubhuth, Herbert; Richmond Hill, N. Y.; H; Bugler; Argonne; Rhine.
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- Schmidt, Elmer H.; Address unknown; D; Cpl.; Chateau Thierry; Soissons.
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- Schneevoigt, George T.; Hoboken, N. J.; F; Pvt.; Rhine.

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- Scott, Cecil C.; Meridian, Ida.; F; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; ES, Rhine.
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- Seeman, Clarence; Minnesota Lake, Minn.; B; Wag.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Severens, Carl D.; Address unknown; H; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont.
- Sewell, Ben J.; Boise, Ida.; E; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Shearer, Arlie E.; Marengo, Ill.; D; Cpl.; Prepn.; EW, Chateau Thierry.

- Shearer, Frank L.; Maringo, Ill.; F; Cpl.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; ES, Argonne.
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- Sheets, William; Oblong, Ill.; C; Cpl.; Prepn.; ES, Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Sheets, Willimer; Williamsport, Ind.; C; Pvt.; Prepn.; EW, Chateau Thierry.
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- Showers, John V.; St. Joseph, Mo.; C; Sgt.; Prepn.; Chateau Thierry; K, Soissons.
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- Siedenbergh, Ray; Boise, Ida.; E; Pvt. 1st Class; Prepn.; Chateau Thierry; WS, Soissons.
- Siemund, Harry; Chicago, Ill.; F; Cpl.; Prepn.; EW, Chateau Thierry; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Singer, William; Dale, Ind.; D; Cpl.; Prepn.; W, Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; EW, Attigny; Rhine.
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- Skinner, Charles B.; New Orleans, La.; H; Sgt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Skyles, Leo J.; Keokuk, Ia.; H; M.E.J.G.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Slattery, Harry C.; Boise, Ida.; D; Pvt.; Prepn.; ES.
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- Slivowski, Julius; Address unknown; B; Pvt.; EW, Chateau Thierry.
- Sluder, Harold O.; Hutchinson, Kans.; F; Cpl.; Prepn.; EW, Chateau Thierry; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Smith, Bill; Pindall, Ark.; E; Pvt. 1st Class; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Staples, Alfred L.; Address unknown; C; Pvt. 1st Class; Prepn.; ES.
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- Stark, Loyal J.; Hutchinson, Kans.; H; Pvt. 1st Class; Prepn.; Chateau Thierry, Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Starnes, David N.; Genesee, Ida.; D; Cook; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.

- Starr, Edward M.; Chicago, Ill.; F; Pvt. 1st Class; Prepn.
- Starr, Omer; Meridian, Ida.; D; Bug.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Start, Dick; Grand Rapids, Mich.; F; Pvt.; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Statham, Malcolm; Magnolia, Miss.; A; Pvt.; St. Mihiel; Blanc Mont; Attigny; ES, Argonne.
- Steele, Homer; Redfield, Kans.; B; Pvt.; Prepn.; Prisoner of War, Chateau Thierry; Rhine.
- Steele, Robert D.; Rockyford, Colo.; A; Pvt. 1st Class; Prepn.; Chateau Thierry; EW, Soissons; Argonne; Rhine.
- Steen, Ralph P.; Rushington, Ind.; D, H; Pvt. 1st Class; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Steimel, William J.; Debou, Kan.; D; Sgt. 1st Class; CG, EW, Chateau Thierry; Soissons; St. Mihiel; DSC, Blanc Mont; Attigny; Argonne; Rhine.
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- Stephens, William M.; Fossil, Ore.; B; Cook; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
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- Stevens, Edward R.; Caldwell, Ida.; Pvt.; Prepn.; EW, Chateau Thierry.
- Stevens, Ralph E.; Mt. Vernon, Ohio; C; Cpl.; Rhine.
- Stevens, Thad.; New Albany, Ind.; D; Pvt.; St. Mihiel; Rhine.
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- Stone, William G.; Waukon, Ia.; C; Wag.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; Argonne; Rhine.
- Stoomwall, Walter; Boise, Ida.; F; Pvt.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; EW, Argonne.
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- Storey, Robert W.; Caldwell, Ida.; F; Pvt.; Prepn.; Chateau Thierry; Soissons; St. Mihiel; Blanc Mont; Attigny; ES, Rhine.
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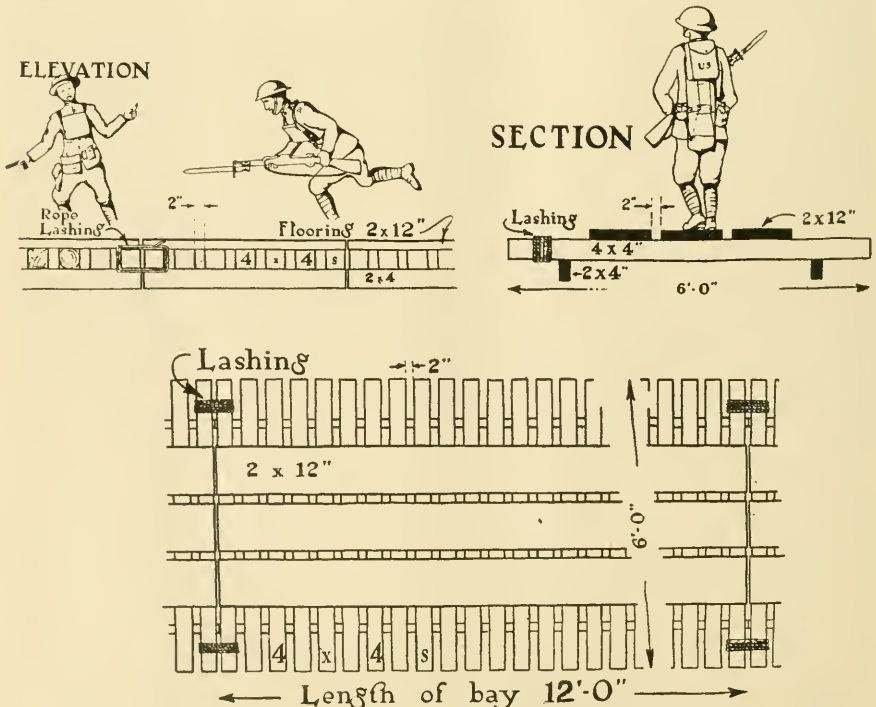
APPENDIX No. 8

THE FOOT BRIDGE OVER THE MEUSE

The enemy held the wooded heights East of the Meuse, with machine gun nests and snipers in the clumps of brush and heavy woods along the East bank. Several batteries of 77s, 88s and 150s were in position on the heights about 2 kilometers East of Mouzon. These batteries enfiladed the entire valley from a point $1\frac{1}{2}$ kilometers Southeast of Mouzon to a point $2\frac{1}{2}$ kilometers Northeast of Beaumont, and covered all of the suitable bridge sites on this stretch of the Meuse.

On November 10, 1918, Companies "A" and "B," 2nd Engineers assisted by Companies "G" and "H," 9th Infantry, were ordered to throw two foot bridges across the Meuse at a point about 5 kilometers North of Beaumont, (Map Coordinates North 311.5 East 307.6 near the Northeast corner of the Bois de l' Hospice).

The zero hour of our covering barrage was 8:30 P. M.; and the bridges were to be ready for the Infantry by 9:00. The 8th and 23rd Machine Gun Companies were to accompany the 1st and 2nd Battalions of the 5th Marines; the 3rd Battalion 356th Infantry (89th Division) and Company "C," 342nd Machine Gun Battalion, (89th Division) were to follow immediately after the others. At dawn the 1st Battalion 9th Infantry accompanied by Company "D," 5th Machine Gun Battalion, was to move forward in the support of the advances forces, whose objective was the heights East of the Meuse.



DRAWING SHOWING THE TYPE OF FOOT BRIDGE CONSTRUCTED
BY THE SECOND ENGINEERS.

The footbridges were improvised of such scrap lumber as could be salvaged by wrecking old German barracks and partially destroyed buildings in Letanne and Beaumont. They were made up of a series of rafts, each 8 feet wide by 12 feet long, and fastened together by two rope lashings. Two pieces 2" by 4", 12 feet long, sniped at each end similar to sled runners were laid on the ground, and across these the 8 foot pieces averaging about 4"x5" were spiked. Three 1"x12" planks 12 feet long, in a good many cases German Ponton chess, were spiked on top of the 8 foot pieces to form the walk way. Each raft was supposed to contain a minimum of 25 cubic feet, but on actual measurement they were found to contain only 21 to 23 cubic feet, and averaged 600 pounds in weight. 32 of these rafts were made and some drill was had on the lashings that were to bind them together.

The rafts were loaded 4 to a wagon on the 8 escort wagons of the two companies. They left Beaumont at 7:00 P. M. accompanied by "A" Company, strength 200 men, commanded by 1st Lieut. J. J. Wall, Jr., and "B" Company, strength 150 men commanded by Capt. Robert J. Chrisman. At La Sartelle Farm Companies "G" and "H" of the 9th Infantry joined the column, which moved through the Bois de l'Hospice to the Northern edge and halted.

On account of the bright moonlight, the original plan had been to carry the rafts from this point to the river which was 900 yards away. However on arriving and seeing the river below covered by a dense blanket of fog, it was decided to drive the teams 500 yards down the ravine to the lower wagon road. Here the rafts were unloaded and carried 125 yards to the Railroad. At this point the 8 foot embankment caused considerable difficulty, as the men could not obtain a good foothold on the loose rock fill. Once over the Railroad embankment the rafts were easily skidded to their sites and assembled in the flat grassy fields which bordered the river on the West bank. From the Railroad the distance to the upper site, (A Company) was 250 yards, and to the lower site (B Company) 300 yards, the two being about 400 yards apart. The width of the Meuse at these points was 60 yards and the depth varied from 5 to 25 feet. By this time the enemy's counter barrage had started. The location of the bridge sites had been discovered by the use of flares, and from then on the two crews worked under a hail of high explosive, shrapnel and machine gun bullets.

Two 30 foot anchor lines were attached to each end of the bridge, and one long guy line to the center on the upstream side. Four 10 foot tag lines were tied to each section to pull on; four men to each rope. Two men were on the head end of each bridge to steer it across, and also to make it fast to the other bank by use of the two anchor lines. All was made ready, the lashings inspected, the signal given and the bridges launched.

The upstream bridge (A Company) was shot across, anchored and ready for the infantry just 7 minutes after the lashings were started, which was ahead of the schedule. Runners were sent back, guides posted and the Marines went over.

On the lower bridge things did not go so well. A lashing on the upstream side failed in about the center of the bridge just ahead of the guy line, allowing the forward half of the bridge to drift down stream until it was parallel to the banks, but still held to the other half by the lashing on the down stream side.

The long guy line was slacked off and the entire bridge floated in alongside the bank and repaired. The guy line was then fastened to the shore side in the center and the upstream end shoved out with two men riding it. The current quickly carried it across and it was anchored to the other bank. This accident

caused the site to be moved down stream just the length of the bridge. The time on this bridge was 11 minutes and the Infantry were using it as soon as it was completed. Shortly after they crossed the machine gun nests which had caused a large percent of the casualties, ceased firing.

Details were left to keep the bridges in repair and to act as guides to the Infantry. About 2 A. M. a large shell made a direct hit on the lower bridge, but it was quickly repaired. At daylight the details were called back to their companies as there was no further need of them.

The casualties suffered by the Engineers were as follows: "A" Company, 2 men slightly wounded; "B" Company, 5 men killed, two died of wounds, 19 slightly wounded and 1 missing. The 9th Infantry casualties were—"G" Company, 7 men wounded, "H" Company, 28 men wounded.

APPENDIX No. 9

HIGHWAY BRIDGE AT POUILLY

As stated in Chapter VIII, the corps commander ordered the 2nd Engineers to build a bridge at Pouilly for heavy truck traffic. The 114th Engineers, with the 89th Division on our right, had started the work and had torn away a little of the wreck of the old bridge; but the corps commander decided that it had so much other work that it could not build this bridge as quickly as he desired; so, as it was an emergency, he ordered the 2nd Engineers to build the bridge so that our neighbor engineers could attend to their other work. They were ordered to assist if we so desired; but as only a limited number of men could be placed on the bridge, we found it unnecessary to ask for their help. In fact the 1st Bn. of 2nd Engineers and about 50 selected men from the 2nd Bn. built the bridge.

WORK TO BE DONE: The 114th Engineers had already decided on the plan for the bridge and had commenced work. When we arrived on the site at 1:00 P. M. November 13, we followed their plan, with some slight modifications.

The Meuse river flowed by Pouilly in three uneven streams, viz a canal, a main branch, and a mill race of a saw mill. Consequently, the bridge at Pouilly really consisted of three bridges as follows:

(a) Bridge over the mill-race. This mill-race was 40 feet wide where the bridge crossed it. The stream was actually about 80 feet wide, but the mill floor spanned the rest of it. The bridge formerly over this branch of the river was about 150 yards down stream and was 100 feet long.

(b) The bridge over the main branch; at this point, the river was 186 feet wide.

(c) The bridge over the canal. This was built at the locks, and was 30 feet span.

DIVISION OF WORK: The bridge as it was constructed is an excellent example of hurried and strong construction, but it was in no way permanent. As one of our friends remarked, it was "an excellent example of how to get the heaviest vehicles over the river in a hurry, and of how not to build a bridge for future generations." As we were building in a hurry and for use for two weeks, we were satisfied with our results.

The bridge over the main branch was the most difficult and required special carpenters. The bridge over the canal was the least difficult. Consequently, the complete bridge work was divided into four parts, viz.:

(a) Captain Wyman, with some 60 special carpenters, mostly from the 2nd Battalion, was directed to build trestles for the bridge over the main branch.

(b) Captain Russell, with Co. "B," was directed to prepare and lay the stringers of the main branch.

(c) Lieut. Wall with Co. "A," was directed to build the canal bridge and floor the bridge over the main branch.

(d) Captain Smith, with Co. "C," was directed to build the bridge over the mill race and through the mill itself.

In order that the work might go on continuously, the men of each company were divided into two 6 hour shifts, or rather two 7 hour shifts, because we worked during meal hours. For example, one shift ate breakfast at 6:00 A. M.,

marched to work and actually began work at 7:00 A. M.; the other shift left work at 7:00 A. M. ate breakfast about 7:30 A. M., slept until 1:00 P. M., then ate dinner and was back on the work at 2:00 P. M.; the first shift ate dinner about 2:30 P. M., ate supper at 8:00 P. M. and was back at work at 9:00 P. M. The officers rested and ate whenever status of work permitted it. Captain Wyman had to be constantly with his trestle carpenters, so he did not sleep at all until their work was completed, being thus on duty continuously for about 36 hours.

TRESTLES: Captain Wyman used a very simple type of trestle, being the usual wooden trestle with two batter posts and three interior vertical posts. The cap-sill was 10" deep and about 14" wide, depending upon the log used; the mud-sill was the same depth, but preferably, a little wider; the vertical and batter posts were about 14" in diameter.

However, although no ingenuity was required in selecting a type, considerable ingenuity was required in obtaining materials. In the saw-mill yard, we found a number of oak logs, but they were so crooked that we could get only half enough. Beyond the canal, we found a lumber tramway on a trestle about 4' high, and obtained some posts from that, although most of them were too rotten to use. Finally we tore down a house in the lumber yard and obtained what was still needed.

The main branch required 12 spans, each of 15½ feet. One old trestle was not broken therefore it was used; all of the others had been broken. Two of the old stone piers were still standing, though broken on the ends. These were leveled and short trestles were put on them. The other trestles were 12 feet high and the cap-sills of all trestles were 18 feet long. Thus, Captain Wyman's trestle detachment built 9 trestles of full height and two of approximately half height.

In the matter of foundation for the trestles, we again demonstrated our ability to meet any emergency. The bottom was seen to be uneven where we could see it, but in some cases it could not be seen at all. After a few minutes spent in trying to fit a trestle to the difficult bottom, we decided to fit the bottom to the trestles. So, half of Co. "C" left its mill race for a few hours, tore down a wall and part of a house, carried the stone by hand to the river and built up some emergency piers (foundations). This caused the river to rise about 6 inches, but did not affect the bridge. Co. "A" assisted in this special work by building, as a side issue, a two way foot-bridge for passage of Co. "C" rock carriers.

Placing the trestles in position was difficult, but not too difficult. The construction of a gin was considered; but we decided we had more muscle than time, so we used extra muscle to save a little time. Inclined timbers were run from the last upright trestle to the foundation of the new one; and the new trestle was carried, pulled, and slid into position. As the stringers were placed by Co. "B" as fast as the trestles were raised in position, it is seen that a gin was not needed.

Captian Wyman's first trestle was placed at about 6:00 P. M. November 13, 4½ hours after his men started to work and about 2 hours after he had assembled the timbers for his first trestle; his last trestle was raised about 11:00 A. M. November 14, 22½ hours after he started to work.

After the trestles had all been raised, sway braces and longitudinal braces were used to strengthen and stiffen the bridge. Very many braces were used and in time of flood they would have caught much drift; but they strengthened the bridge and the heavy traffic was safely carried.



STRINGERS: Captain Russell had a much simpler proposition as to execution, but his results were more complicated. The bridge had originally been built with 30 foot spans, the stringers being strengthened by corbels on the caps and by straining beams in the center of the span supported by inclined struts to the trestle.

Although every trestle but one had been broken, the corbels and the straining beams were still there. In spite of the objections to the use of corbels, we decided to use them for two reasons: 1st, many of the available logs from which the timbers were made were only just long enough to abut end to end on the trestle caps and the cap sills were too narrow for a strong end support to both stringers; 2nd, even when the stringers were long enough, it was believed best not to splice them because splicing weakened them. Therefore, corbels were used; and drift pins were driven to unite the corbels to the cap-sills and to unit the stringers to the corbels. In the one span where the straining beam was still in position Captain Russell's men spent about four hours trying to fix up the broken struts; but finally decided that a trestle under the straining beam was the simplest and quickest solution; so the stone carriers made a foundation and the trestle builders built the trestle in position.

There was a little difficulty in finding stringers. Captain Wyman's detachment had taken the best logs; but by tearing down all of the tramway, Captain Russell's men were able to find enough logs for the stringers. No new corbels were needed, as the old ones were practically unbroken by the explosion when the bridge was destroyed.

After the first two trestles were raised, the stringers were ready in time and were placed immediately after each trestle was raised.

FLOORING: The materials for trestles and stringers were obtained near the site of the bridge; but the flooring had to be brought to the site. The 114th Engineers had brought several loads of plank, and had discovered more at the saw-mill about 2 miles up stream. Lieut. Wall sent wagons and trucks to the saw-mill and they brought back many planks; but they found this to be slow in results, so they made up several rafts and floated, and paddled and towed down the rest of the useful lumber at the mill. Even this was not enough; so next morning, they wrecked a new wooden building on the bridge site and finished the flooring. It might be said that this one wooden building at the site saved the floors of many houses in Pouilly, for the 2nd Engineers was in a hurry for results, no lumber supply was elsewhere available, and abandoned houses cannot be preserved in war time at the expenses of military results.

The plank were placed in two rows diagonal to the axis of the bridge. The total thickness of floor was 4 to 5 inches.

Captain Wyman was placed in charge of the actual finishing work on the bridge over the main branch. By 1:00 P. M. November 14, 24 hours after we started, he reported that the bridge was passable one way for heavy vehicles. At that time, no flooring had been nailed; but heavy vehicles could have passed over. The next 24 hours were employed in nailing the flooring, sawing the edges, building side rails, and otherwise beautifying the bridge; but it is only fair to state that the bridge was never very beautiful; it was only strong and serviceable.

CANAL BRIDGE: The 114th Engineers had built a strong bridge over the canal. However, Lieut. Wall's men were not satisfied to leave it as they found it. The span was 30 feet, and the more they looked at it, the heavier in their minds grew the vehicles which were to cross it. They wanted a bridge which could carry a

locomotive, and they did not feel satisfied. They tried to devise some scheme for placing a trestle midway, but the depth was about 28 feet to foundation. Next, they considered a plan for struts and straining beams, but the lock walls offered no satisfactory abutting edges. Finally, they tore off the planking, and put in enough new stringers to make a total of 10 stringers; so that eventually the space between stringers was not equal to the stringers themselves. They then put back to floor, added a second layer of plank, and felt satisfied.

MILL RACE BRIDGE: At first, this seemed the simplest proposition. We had only to build a 40 foot span with a short trestle in the middle and finish a hole in each of the two walls. This was easy, and it was done. But, just as it was finished, the orders came from the Corps Engineer to the effect that a two way bridge was wanted. This created complications. A 12 foot hole in a brick wall is simple and safe, as the bricks arch themselves and do not fall. With a 20 foot hole, the wall will generally fall. Consequently, we had to build another separate hole in each wall, and one of them was especially weak because there were two windows just above the place for the hole. However, we managed it. The wall under the window was braced by struts from the sides; and Captain Smith or Lieut. Knight stood continually on the site, probably with the faith of the priest at Panama, that Providence had not let them live through so many dangers, only to let them die by a wall falling on them.

Company "C" also put two more trestles under the 40 foot span; not because they were needed, but simply to be sure that their bridge was stronger than the main bridge or the canal bridge. Likewise, they overcame certain difficulties found in constructing the second way through the mill as this came over the water track way; but they stooped the water wheel, stilled the water, and laid stringers across the water track-way. Their one way road was ready before 24 hours, and their two-way road was ready at the end of 48 hours.

COMMENTS: The construction of this bridge at Pouilly was quite a feat and the 2nd Engineers are justly proud of it. The photographs do not show the difficulties encountered, and give no adequate idea of the various methods of overcoming these difficulties. The energy and ingenuity of the regiment was never tested in so many ways. Wagons, trucks, bridges and rafts brought material to the site; a tramway, a lumber-yard, a building and several walls were utilized at the site; men carried stone by hand and built pier foundations; trestles were built and placed in position and trestles were built in position both in the water and above the water; brick walls were pierced and strengthened so that they would not fall; a paved road was built about 50 yards across the island; fires were built on the site so that work could go on day and night; and the regiment stayed on the bridge 24 hours after being relieved from the 5th Corps, simply because they wanted to complete a work well begun.

As a summary of the work, the comments of General Summerall, are considered quite complimentary. He inspected the bridge during construction and stated that he was quite satisfied, that he saw no men who were not actively at work, no useless work being done, all possible tasks were being performed, and all portions of the work were being carried on together.

APPENDIX No. 10

THE WORK OF ENGINEERS WITH ARTILLERY

CHATEAU THIERRY:

In the Chateau-Thierry sector no assistance of any kind was given the artillery.

SOISSONS:

At Soissons the road through the woods used by the artillery were blocked by trees, etc.; and, as the engineers happened to move over the same road, one company was detailed to open it up. They did so and finished the work just in time to move forward as division reserve with the rest of the regiment.

ST. MIHIEL:

It was not until the St. Mihiel drive that deliberate, organized engineer assistance to the Artillery Brigade was made and carried through. A picked platoon of 58 men from two companies was assigned to the task of moving the 75's forward to a position behind the German lines at St. Mihiel. The first thing the engineer officer in charge of this detail did was to find out, from the artillery Brigade, what roads the artillery were to use in moving up to the line. When this had been definitely decided, he personally inspected all our front line within the sector, with a view to putting a road through. The latest aero photos of the enemy trenches were then examined, to find the place with the least number of trenches to cross. Wire belts were not considered, it being thought the wire could be easily cleared, while the filling of bridging of trenches would be the critical point. A reconnaissance party was sent through the enemy line at the approximate crossing, to get the depth and width of the trenches and ascertain the condition of the ground on the other side, as it would be impracticable to put in a crossing at a point with the minimum number of trenches to cross, if behind these trenches we should run into marsh ground. The conditions that would arise after crossing the country immediately behind the enemy lines were, of necessity, estimated conditions, taken from a study of the maps.

As a large part of the roads to be used in the advance were in the woods, it was thought that obstructions similar to those found in the Soissons advance would be encountered. To take care of this, combat wagons loaded with powder, cross-cut saws, axes, block and tackle, etc., were provided for. No occasion arose for the use of this equipment. During the reconnaissance of our own lines, masonry walls on the roads at Lironville and Limey were found, which did not permit of the passage of vehicles. The removal of these (12) to a width sufficient to allow free passage was made with crowbars at night. This was done two days before the attack, and, to avoid signs of work showing in aero photographs, the walls were put back in their original places on the roads until the morning of the advance.

A detail constructed thirty (30) sections of portable artillery trench bridges, to be used in crossing two small creeks and four narrow trenches. The extra ones were intended for use if occasion arose after passing beyond the trench system.

These were carried up on artillery caissons. The increased weight was, of course, objectionable to the artillery, and they dumped the extras after the trench system had been passed. It was decided to use the engineers exclusively with the 75's, as they advanced first, and it was thought the work done by them could be used by the 155's when they came up. As each regiment of 75's moved forward.

over different routes, the engineer party was divided into two details, each in charge of a Sergeant, for work with the artillery regiments. Each party had a combat wagon with identical equipment; every fifth man carried a pick, the remainder shovels, while every man carried a pair of wire-cutters. As the engineers were attached to the Artillery Brigade, and not to regiments, it was possible to increase the strength with one regiment at the expense of the other without friction, if the work met with on one section was heavier than on the other.

At 1:00 A. M.; the morning of the attack, September 12th, the rock blocks were cleared, our own wire cleared and work on filling our trenches commenced, this being done by cutting down an approach and throwing the dirt into the trenches. At the "H" hour our side of the line was finished and, when the infantry went over, we followed and immediately started on the German trenches. Details were dropped off at each trench, a few men cleared wire, and the work of bridging and filling all the German trenches was being done simultaneously. The sections moving the 15th Field Artillery opened up a road from the Bois de la Chambratte to the road between Remenanville-Regnieville; at a point midway between the two towns, two small streams were bridged, the road to Regnieville was opened up, cutting seven belts of wire, and three bridges were built in place across concrete-lined trenches which were too wide to use the portable type. The artillery decided not to use this section of road, and, instead we built a road across country north of Regnieville to the Bois la Hade l'Eveque, five belts of wire being cut, four bridges with the portable type sectional bridge, five trenches filled, and numerous shell holes graded sufficiently to pass artillery. After the advancing battalion went into position this detail passed through to crossroads No. 319. They were then sent back to open a road through to Regnieville, this the result of information received from the reconnaissance men, who were keeping up with the advance and covering all roads, the idea being that if heavy obstacles were ahead it was intended to drop minor work, also to procure more men and push up to the critical points. As the reconnaissance reports showed the roads through Thiaucourt cleared, with only trivial shell holes, it was no longer necessary to prepare a way for the guns, while it was important to get the main road cleared for ammunition. They were recalled from this work at 9:30 P. M.; and again sent to the forward battalion of the 15th Field Artillery in the Bois de Heichs. The following day they buried American dead and horses.

The section with the 12th Field Artillery constructed a road across the trench system to the Bois d'Euvezin, cutting 8 belts of wire, filling 6 trenches and bridging 3 others, with material taken from the trenches. The batteries were in position and firing at the proper time. This detail continued through to the Bois du Bear Vallon, where it had been decided the advancing battalion would move, Very little work was required on the road. They were then put to work opening up and cleaning a water-supply system for use of the artillery. The following day was spent in burying German dead and horses around the battery positions. In addition to the engineers on this work, the artillery placed part of their cannoneers under the direction of Engineer N. C. O.'s for work in getting through the German trench system, after which they were returned to their organizations.

BLANC MONT:

In the Champagne the method was similar to that used in the St. Mihiel drive, in that advanced reconnaissance was made directly with the advancing infantry. No time was given for preliminary reconnaissance, the maps being relied upon entirely for the class of work the Engineers would be called upon to perform, and

these were found sufficient. The amount of manual labor expended was considerably less than in the St. Mihiel drive; but, while the latter was a quiet drive, much of the work done during the Champagne drive was under heavy shell fire and machine gun fire. Here, as at St. Mihiel, the detail was divided into halves, one going to the 15th Field Artillery and the other to the 12th Field Artillery.

The detail with the 15th Field Artillery left Somme-Py at the "H" hour, its mission being to open up the Somme-Py—Medeah Farm Road. This road was under continuous artillery fire, and the first day it was necessary to work the men at 30 paces interval, filling shell holes, removing dead animals, trees, etc.; which was the principal work carried on.; All culverts and bridges were investigated and found safe. One kilometer north of Somme-Py, the German trenches crossed the road, and here a mine was located which it was decided to blow instead of pulling the charge. It was undercharged and did little damage. The infantry were advancing slowly and the road was in fair shape for artillery, so the latter part of the first day this detail was used "mopping up." The following day this detail opened up the Medeah Farm—Blanc Mont Road for one-way traffic, and was then returned to the company.

The detail with the 12th Field Artillery constructed a bridge across the Py River, at a point approximately one kilometer west of Somme-Py, this bridge being a makeshift affair about 100 yards from a bridge destroyed by the Germans and which they were still shelling. This bridge was built before the "H" hour and was used by the tanks in moving up, the Artillery crossing here later in the day, after which the bridge had to be re-built and was then used in moving ammunition forward. A road 3 kilometers in length was built north from the bridge to Blanc Mont, filling 6 trenches and numerous shell holes, all this work being done under fire. One battery was being fired on by machine-guns and a squad was detailed to dig them in. The road between Somme-Py and Blanc Mont was repaired sufficiently to pass caissons. The following day, details kept the roads in the rear open, and, on the fourth day, opened the two roads between Blanc Mont and St. Etienne. The advanced reconnaissance of this section had located a bridge 300 meters east of St. Etienne in good shape, so no attempt was made to repair the bridge in the town which had been destroyed. This detail was then returned to the company.

The following is quoted from a report, showing the unusual variety of work done by our engineers in assisting the artillery:

When the 12 Artillery moved up, it was under machine gun fire from its left all the way until it reached its position. Sgt. Stimel dug them in under fire the entire time. He sent a runner from me; I took 3 or 4 men from the engineers with the 15th, some marines came back to help with 2 machine guns, the artillery sent about 20 men and one machine gun. With this bunch, we mopped up, killed 3 or 4 Germans but the rest got away. * * * Later, when the other division took over, the artillery became somewhat worried because of the German machine guns on top of the ridge, so we (engineers) strung a line of some 28 guns across our front. Nothing happened, so this was of small importance.

ARGONNE-MEUSE:

On the morning of the attack in the Argonne-Meuse drive, the artillery detail repaired a stretch of about 2 kilometers of road, beginning about 2 kilometers out of Fleville. From the end of this repaired stretch a road was built across fields and old battle ground, including a stretch which had been bombarded by our artillery a few hours previously. This was to permit one battalion of the 15th

Field Artillery to advance and support our still advancing troops. About a kilometer of road was then prepared for the other battalion across fields and nearby bombarded territory, it being unable to use the road built for the other battalion on account of echeloning to a more forward position. A crossing was prepared under heavy shell fire across the "St. Georges Creek," shell holes were repaired and obstacles removed from the road to a position about $3\frac{1}{2}$ kilometers beyond the creek. Rapid advance allowed only limited reconnaissance.

The next morning, at Landreville, the two consolidated details with the 75's, made reconnaissance of vicinity and repaired badly damaged roads for one regiment to advance to vicinity of "Bayonville et Chennery." The next day, a reconnaissance was made of country and roads between Bayonville, Nouart and Fosse. It was impossible to cut across fields on account of wet weather, and roads were almost impassable. However, by the following morning, sufficient work had been done to allow one battalion to go into position along the Nouart—Fosse Road, and another battalion to move to vicinity of Fosse.

The rapid advance of the infantry, again making it necessary to esbelon the rear battalions away forward immediately, did not allow time for further reconnaissance of the country. Judging from the country already passed over, it was decided that the only practicable thing to do was to get the old main roads in such shape that the guns and ammunition could move over them. Furthermore, the condition of the roads, the mud, and the weakness of artillery horse-power made it necessary to concentrate all force on one road, and forced upon us the undesirable alternative of making both light artillery regiments operate over the same roads and support their sectors from the same territory. However, by night practically the two entire regiments had been moved from the vicinity of Fosse—Nouart to La Forge Farm, a distance of more than 6 kilometers.

The next day, reconnaissance was made of the country up the valley to the Farm de Beaulieu, and up the main road to the Petite Foret Farm. One regiment moved to the latter place in the evening and the other to the former place. Here it was again necessary to negotiate the bad roads and, in addition, many hundreds of yards of 60 cm. railroad had to be torn out of the road in the route to the Farm de Beaulieu. Also, a 12-foot span bridge had to be built with such material as could be picked up on the spot, and with no tools except picks, shovels and axes. This bridge was over a creek and the banks were about 7 feet deep.

It had now gotten to the point where it required almost a week to make the trip back for rations, and from 2 to 3 days to send back and bring up a half caisson (the entire double caisson could not be pulled) of ammunition. Men were being evacuated from exhaustion and lack of nourishment. The artillery found it necessary to shoot horses which were abandoned because of exhaustion. In this emergency, the engineers jumped in to help, worked on wheels and in some cases even drove horses.

Reconnaissance showed that a good, hard highway ran from Beaumont down to an intersection with a 60 cm. railroad, which ran up from the Chateau de Belval. It was also found possible to get together enough material to repair the railroad for about 4 kilometers and relay the track torn up, also to repair about 6 small railroad cars which were found. This work was begun and was completed in time for the proposed crossing of the river on the night of November 10th. However, it was necessary to get up another platoon of Engineers to work on the railroad.

In the meantime, the two regiments moved forward again, one to a position along the Beaumont—Mouzon Road, the other to the vicinity in advance of Yoncq.

Also, a careful reconnaissance was made of our entire sector up to the river, and a day was devoted to making a long range reconnaissance of the country opposite our sector,—on the other side of the river,—then held by the enemy. Preparations were being made for the building of a bridge across the river. Material and additional men were brought up to throw an artillery bridge across on November 11th—however, the armistice coming into effect at 11:00 A. M.; prevented this work from being carried out.

COMMENTS:

There is no question of the ability of the Engineers to facilitate the rapid movement of Artillery over difficult country, especially that which has previously been subjected to shell-fire, and entrenched areas. That the Artillery recognize this is expressed in a letter of appreciation we received after the St. Mihiel advance. They were many times able to echelon rear batteries and continue the rolling barrage without interruption, which would have been impossible without the assistance of the Engineers. We found their reliance on the Engineers constantly increasing as they absorbed the idea of the mission of the Divisional Engineer Troops and their relation to the other units of the division.

The greatest possible assistance can be rendered the Artillery by the Engineers only when we have the complete confidence of the Artillery, to the extent that they will give full and complete advance information of their instructions, the possible and probable movements of their units, in sufficient time that proper measures may be taken to fully and economically utilize the Engineer forces available. One regiment gave us all the information they had as quickly as it was received by them, constituting copies of movement orders, etc. We were enabled to prepare routes in advance to the new battery positions. This regiment never lost a moment in moving to positions on account of road conditions. We built for them across country many roads that were never used, however, if it had been necessary to move into territory served by these roads, they were ready. We were satisfied in the knowledge that we had done all that was necessary.

With the other regiment it was entirely different, as they were exceedingly conservative of information and, generally, we were unable to get any idea of their future intentions. Of course, we knew the sector they were to cover, and about all we could do was to open one road for forward movement, and leave them to proceed to their battery positions as best they might without building lateral roads. With this regiment we left a squad with each Battalion to assist during the move. This was a waste of the forces at our disposal,—they had nothing to do except during moves,—but, as we never knew when a move was contemplated, it was necessary to keep the men where they could do some good. The Battalion Commanders gave us all the information they could, but, generally, it was but a few moments before the time set to move before they themselves possessed any knowledge of the position to be taken. Much that we might have done of material assistance was necessary passed up, especially so in regard to lateral roads. They would leave the main road and wait until we could cut wire or fill trenches in locations we had no idea they intended to move into. The value of cooperation as one of the essential requisites to successful operation cannot be better realized than in the comparison of the work we were able to do for the two regiments of artillery with which we worked.

Information regarding the condition over which we were to move was of extreme importance, not only as a base for the proper assignment of construction material, and working details, but also as showing where movements could be made with the least drain of the available engineer forces at our disposal. We

were many times able to show the artillery routes to positions, other than that indicated as the one over which they would move, which materially reduced the work required of the Engineers. The most satisfactory method for our work was to have the proposed battery positions located on the maps, leaving the route to be used to our judgment.

In order to have all available information as far forward as possible and to get this back to where it was of any value, we used a special reconnaissance detail for our exclusive work. This detail covered the entire divisional front, keeping up with the infantry, it being their mission to cover all roads, including trails, in the sector as fast as the infantry advanced. The reports covered the condition of existing roads, bridges, etc., the ground in the section, whether hard or soft, timber, light heavy, or brush, estimating in man-hours the probable time required to make repairs sufficient to pass light guns with one-way traffic. The reconnaissance men stayed always in the extreme advanced zone, each man having 4 Runners assigned to him who carried the reports back regularly at intervals of an hour and a half. The reports were carried to locations designated by the officer in charge who, at a set time, would be at a certain coordinate. The reconnaissance men were kept advised of the meeting place for at least 3 successive moves. This method worked successfully, the reports came back promptly, and the trained reconnaissance personnel, having plenty of runners, were without an excuse for leaving the advanced areas, as the Runners carried food back when necessary so they were probably better fed than the infantry. The reconnaissance was, of course, divided into zones, for which the responsibility for the proper covering and reports was definitely designated.

This work was extremely important; the reconnaissance men, all Sergeants, were especially trained for the work. From two to four reconnaissance parties were used, requiring from 10 to 20 men. As the working detail used with the Artillery was 58 men, the size of the reconnaissance detail is a good indication of the importance placed on reconnaissance and the quick return of desired information. Maps were used largely in determining the tools and material to be taken,—this, of course, prior to jumping off. They were also of use in determining the sectors to be covered by each reconnaissance detail, otherwise they were of little value. All the permanent roads were more or less cut up by shell fire, or blocked by trees, and no attempt was made to do more in the way of repairs than was absolutely necessary for the one-way passage of caissons. Shell holes were passed by flattening the slope and throwing the material into the bottom, trees were pulled to one side or trimmed sufficiently to give passage, and “duds” were moved to clear the road by at least 20 meters, this distance being used because on numerous occasions we later found return traffic using the fields. This, following the road closely, was in reality widening the road to four-way traffic; By moving the “duds” a distance of 20 meters, the new traffic was not liable to cause further handling. Also, if possible, the “duds” were moved to the right of the road, this side being seldom used by traffic.

In building roads across country attempt was made to keep the road on reverse slopes about half-way up, if possible. Whenever possible, ridges were crossed in woods. In crossing small rises the roads were located so that wood on adjacent forward hills would act as a partial screen, a detour being necessary in order to do this. It was considered important enough to have the location supervised by the officer in charge and, where several roads were being constructed at the same time, this was rather difficult but, by taking the Sergeants over the routes, they were able to follow later with their working details and get the

desired results. The roads constructed were necessarily crude, shell holes were detoured or sloped, trenches filled, creeks crossed with any material available if having soft bottoms, otherwise with hard bottoms the banks were sloped. This is not good practice, and, whenever possible, a crossing was put in above water; as regardless of the nature of the bottom, it soon becomes soft and at night the ammunition has trouble getting up. In crossing trenches the use of the Portable Artillery bridge is of great assistance. This is a two-section affair, each section 3' 6"x12', making the bridge 7'x12'. Each section weighs about 600 pounds and is intended to be carried on the caissons. Where trenches are known to exist at critical points, and where a delay in filling trenches must be avoided, the artillery is willing to transport the bridges, but the weight is objectionable and, on a supposition of what might be ahead without certain knowledge, they objected and always moved without the bridge. If the maps show numerous trenches close together they bring up the bridge but, where only a few show, the filling can be done before the artillery arrives. In the old trench system in the St. Mihiel drive these bridges were of great value,—the crossing in the time allotted would have been impossible without them. In the Champagne and in the Meuse-Argonne they were of no value,—loose logs were used in bridging trenches, logs taken from trenches were placed in two layers with about 6" of dirt on top, also one layer of logs with sheet iron covered with dirt, the logs being about 4" or 5" in diameter. One regiment passed over but it was necessary to keep one man at each crossing putting the dirt back on. The quickest method of filling trenches was found to be the grading of approaches on both sides, filling the trench with excavated material. The fill must be higher than the approach and some material, such as brush, small logs or limbs of trees, etc.; put on top of fill and covered with enough dirt to keep them in place. This distributes the load on the fill and prevents the settlement pocket which causes trouble with the animals, slowing up the crossing.

The artillery was not in position long enough to require emplacements. They were at times subjected to machine-gun fire,—operating their guns, they did not have time to prepare defensive measures. The Engineers threw up mounds of dirt on the side receiving fire, also constructed narrow slit-trenches around each gun for use of the crew when not firing. Camouflage was not used,—the batteries were not in position long enough to require this, were always located on reverse slopes, and when set up in open fields they put nets over the guns. The Engineers had nothing to do with this.

When the Engineers were first attached to the Artillery, an elaborate assortment of tools was carried in the combat wagons. No use was found for the most of these; so that, in the later operations, the following were discarded as part of the equipment; hand-saws, cross-cut saws, block and tackle, jacks, and rope. We found that a shovel and heavy wire-cutter for each man, with one-fifth shovels and one-fourth axes, 4 chain saws, powder, fuse, etc.; was all the equipment necessary. With this equipment trussed bridges were built, using barbed wire found in the vicinity, for iron. The organization, other than the reconnaissance section, gave 7 Sergeants for each 50 men. They were divided into details of about 10, with a Sergeant in charge, two such details being under the supervision of a 1st Class Sergeant. The N. C. O.'s were carefully picked and thoroughly instructed in their work, were men capable of acting on their own initiative with the full assurance that they would be backed up by their officer. They were instructed not to take orders from any Artillery officer as to how the work should be done, that the Artillery would do nothing more than indicate what they wanted, leaving the method of doing it entirely up to the Engineer N. C. O. in charge. This applied

also to such prisoners and men furnished by the Artillery to assist in the work. Each N. C. O. was furnished with a blank order returning him to his company, this to be used only in case the Artillery officers should interfere with the performance of the work. Being attached to the Brigade, and not to the units, enabled the transferring of sections from one regiment to the other where necessary, also gave the Artillery Regimental Commander less chance to interfere in the work.

The men were rationed with the artillery as a whole, and not with any particular battery, this being necessary as the men were covering the movements of all batteries and were always ahead of the forward element. The Artillery did not like this arrangement,—it made the distribution of rations difficult. The reconnaissance men had individual divisional orders to eat at any kitchen. All packs were carried in wagons when possible, otherwise they were carried on the Artillery caissons.

APPENDIX No. 11
ROSTER OF 2ND ENGINEER TRAIN—2ND DIVISION, A. E. F.

Luster, Eric W., Captain; Record Lost Address unknown.
Bowler, Frank I., 1st Lieutenant; Record Lost Address unknown.
Barrons, Harold S., 1st Lieutenant; 38 Curry Avenue, Windsor Canada.
Byrd, Mack C., 2nd Lieutenant; Record Lost Address unknown.
Fenner, Fred, 2nd Lieutenant; 1339 Hildreth Street, Columbus, Ohio.

ARKANSAS

Pflauser, Anthony L., Mess Sergeant; 1523 McGowen Street, Little Rock, Ark.

CANADA

Gladu, Ernest J., Wagoner; 278 Manchester Street, Iberville, Canada.

CALIFORNIA

Hepner, Arthur E., Private; General Delivery, San Francisco, Cal.

COLORADO

Cutler, Ralph, Wagoner; Haswell, Colorado.
Hampton, Leeroy F., Wagoner; Stratton, Colorado.
Lynch, Ambrose M., Wagoner, 3050 Larimer Street, Denver, Colorado.
Patterson, Chester A., Wagoner; Colorado Springs, Colorado.

GEORGIA

Goodwin, Leon H., Private; Atlanta, Georgia.
Morris, Carl E., Horseshoer; Hiram, Georgia.

IDAHO

Higginson, William S., Wagoner; Chesterfield, Idaho.
Simms, Kenneth R.; Wagoner; Idaho Falls, Idaho.

ILLINOIS

Demo, Toney, Wagoner; 702 Polk Street, Chicago, Ill.
Knox, George T., Corporal; 715 North Ottawa Street, Dixon, Ill.
Newman, Jack, Wagoner; 1110 Winchester, Ave., Chicago, Ill.
Raymond, Albert J., Wagoner; 2622 West 38th St., Chicago, Ill.
Todd, Wesley C., Wagoner; 1106 North Street, Peoria, Ill.

INDIANA

Cassidy, Carl W., Wagoner; 337 West 16th Street, Jasper, Indiana.

IOWA

Hendricks, Hobart G., Wagoner; Lehigh, Iowa.
Pennington, William B., Private; Lowden, Iowa.

KANSAS

Griggs, William H., Wagoner; R. F. D. No. 1, Maple Hill, Kansas.
Howe, Ward H., M.E.S.G.; Cherokee, Kansas.
Harris, Harvey C., 1st Sergeant; Maple Hill, Kansas.
Kasson, Cloyce W., Supply Sergeant; Kensington, Kansas.
McClenny, Albert S., Pvt. 1st Class; Green, Kansas.
Welch, Francis E., Private; Sterling, Kansas.

KENTUCKY

Leibfried, Henry, Wagoner; R. F. D. No. 2, Owensboro, Kentucky.
Smith, Willie, Private; R. F. D. No. 3, Paducah, Kentucky.

LOUISIANA

Cowart, John W., Wagoner; 725 Milam Street, Shreveport, La.

MAINE

Jackson, Wilfred, Private; 3 Kimball Street, Sanford, Maine.

MISSOURI

Bodenstien, Herman, Wagoner; Delta, Missouri.

Glass, Willhoite W., Pvt. 1st Class; Holden, Missouri.

Gresham, Howard K., Wagoner; R. F. D. No. 6, Carthage, Missouri.

McGinnes, Walter, Wagoner, 4354 Neosha Street, St. Louis, Missouri.

McWilliams, Dewey, Wagoner; Lincreek, Missouri.

Whitworth, Winston M., Wagoner; Ironton, Missouri.

MINNESOTA

Johnson, Lee G., Pvt. 1st Class; Hibbing, Minnesota.

MISSISSIPPI

Logan, Jessie J., Wagoner, Agricola, Mississippi.

NEW MEXICO

Blakely, William M., Stable Sergeant; Alamogorda, N. M.

Cuppage, Frank E., Pvt. 1st Class; 935 Tilden Ave., Las Vegas, N. M.

NEW YORK

Hubbard, Charles S., Pvt. 1st Class; Bayshore, Long Island, N. Y.

Levy, Harry, Private; 129 Christy St., New York, N. Y.

Morrison, John W., Private; 5 Hulbert St., Albany, N. Y.

O'Brien, John J., Wagoner; 224 Fulton St., Troy, N. Y.

St. John, Ruben, Pvt. 1st Class; Hempstead, Long Island, N. Y.

NORTH DAKOTA

Hansen, William C., Corporal; Alice, N. D.

Gilmore, Frank E., Private; Wilton, N. D.

MICHIGAN

Cooley, Andrew, Pvt. 1st Class; 110 Front Street, Monroe, Mich.

Lienczewski, Charles, Private; 803 Morris Street, Saginaw, Mich.

MONTANA

Berryman, Ray H., Wagoner; 825 Colorado Ave., Butte, Montana.

Bigley, Vincent, Wagoner; Wise-River, Mont, c/o Glen Lewis.

SOUTH DAKOTA

Miley, Luther J., Wagoner; Lake Andes, S. D.

TENNESSEE

Ayers, Charlie, Horseshoer; Difficult, Tenn.

Brewster, Jacob A., Supply Sergeant; Rugby, Tenn.

TEXAS

Evans, Ed M., Wagoner; R. F. D. No. 2, Mineral Wells, Texas.

Kaler, Ernest W., Wagoner; Corpus Christi, Texas.

OHIO

Brown, Albert E., Cook; 2840 Parkwood St., Toledo, Ohio.

Burris, Harry A., Wagoner; 111 South Water St., Loudenville, Ohio.

Caskey, Wesley I., Cook; 499 Thompson St. Marion, Ohio.

Crone, Francis R., Pvt. 1st Class; Grover Hill, Ohio.

Coil, Asi A., Private; Buckland, Ohio.

Craley, Harry L., Private; Elm & Vine Sts., Fostoria, Ohio.

Davey, Albert, Wagoner; West 4th St., Mansfield, Ohio.

Durtche, Carl W., Private; 416 Toledo Ave., Marion, Ohio.

Gudis, Paul, Private; 3755 East 11th St., Cleveland, Ohio.
Hollstien, Guy S., Wagoner; Runkle, Ohio.
Hemlin, Ellwood A., Pvt. 1st Class; 911 Lippert Road, N. E. Canton, Ohio.
Harapuchek, Fred, Private; 329-13th, St., S. E. Canton, Ohio.
Kujawa, Micheal L., Saddler; 1629 Avondale Ave., Toledo, Ohio.
Lee, Ralph C., Private; 317-18th St., Toledo, Ohio.
May, Elroy L., Corporal; Newark, Ohio.
Merifield, Lowell N., Corporal; Waterville, Ohio.
McGovern, Lewis; Wagoner; 201 Western Ave., Toledo, Ohio.
Morrissey, John F., Pvt. 1st Class; 457 South 4th St., Steubenville, Ohio.
O'Briest, Fred, Wagoner; 2725 Buckeye St., Toledo, Ohio.
Severns, Carl D., Wagoner; Warsaw, Ohio; c/o Mrs. Margaret Gamble.
Stair, Webster D., Wagoner; R. F. D. No. 21, East Akron, Ohio.
Weatherby, Allen M., Wagoner; R. F. D. No. 7, Athens, Ohio.
Unger, Peter; Private; 2366 East 61st St., Cleveland, Ohio.

WASHINGTON

Bingham, Lloyd E., Bugler; 1015 South 6th St., North Yakima, Wash.
Cleary, Roland D., Private; 8th Street, Clarkston, Wash.

WEST VIRGINIA

Hagedorn, Ralph H., Wagoner; Dellslow, W. V.

WISCONSIN

Lesniewski, George S., Wagoner; 1008 Midland Ave., Milwaukee, Wisconsin.

DISTRICT OF COLUMBIA

Ward, Harry M., Wagoner; 31 K Street, Washington, D. C.

ADDRESS UNKNOWN

Anderson, Lawrence E., Saddler; Left Train in France.
Anderson, Oscar, Private; Left Train in France.
Art, Joseph, Wagoner; Left Train in France.
Bufkin, Alvin R., Private; Left Train in France.
Camp, Lloyd L., Private; Left Train in France.
Ferris, Charles S., Pvt. 1st Class; Left Train in France.
Fell, John G., Wagoner; Left Train in France.
Forsith, Morris, Private; Left Train in France.
Fox, Roy C., Private; Left Train in France.
Gritzer, John, Private; Left Train in France.
Hayland, Edward F., Wagoner; Left Train in France.
Jacobsen, Alfred, Private; Left Train in France.
Jensen, Harry, Private; Left Train in France.
Kraft, Fred, Private; Left Train in France.
Mahoney, Carl A., Corporal; Left Train in France.
Minnier, Thomas C., Wagoner; Left Train in France.
Morrison, John W., Private; Left Train in France.
Muse, Edward C., Wagoner; Left Train in France.
Murphy, Lawrence E., Private; Left Train in France.
Saunders, Earl J., Wagoner; Left Train in France.
Staton, George L., Wagoner; Killed in Action July 19, 1918.
Thomas, Lester G., Private; Left Train in France.
Vickers, John L., Private; Left Train in France.
Wilson, James R., Wagoner; Left Train in France.
Young, William W., Private; Left Train in France.

APPENDIX No. 12

CITATIONS RECEIVED BY MEMBERS OF 2ND ENGINEER TRAIN

2nd Lieutenant HAROLD S. BARRONS:

While a group of enemy machine-guns was approaching on his left, courageously quit his trenches to make a reconnaissance, despite a violent artillery and machine gun fire. This near Vierzy, France, July 19th, 1918.

1st Lieutenant HAROLD S. BARRONS:

Proved his courage and qualities of command while organizing a position in the cemetery of St. Etienne-A-Arnes, and gave his men an example of exceptional bravery in exposing himself to intense artillery and machine gun fire. This near St. Etienne-A-Arnes, France, October 8-10, 1918.

Sergeant 1st Class JACOB A. BREWSTER, (157.219):

While in command of three different patrols, obtained information of great importance regardless of intense fire from enemy infantry and artillery. This near St. Etienne-A-Arnes, France, October 8-10, 1918.

Private 1st Class LEEROY F. HAMPTON:

He showed great ability, unselfish courage, and untiring devotion to duty in caring for casualties of Company "E" 9th Infantry, and an attached machine gun unit, under heavy shell fire. He was struck by shell fragments, once nearly buried by a direct hit on the trench beside him, which killed the man next to him, and severely wounded another. At all times he responded immediately to all calls for help, near or distant, and was cheerful and energetic through two nights and one day. This near Vierzy, France, July 19th, 1918.

KILLED IN ACTION BY ENEMY SHELL FIRE NEAR VERTE FERULLE FARM,
FRANCE. JULY 19TH, 1918.

STATON, GEORGE L. (197.039) Wagoner.

WOUNDS RECEIVED BY MEMBERS OF 2ND ENGINEER TRAIN

Saddler, MICHEAL L. KUJAWA, 301.488:

Slightly wounded by enemy shell explosion. This at Lucy, France. June 6th, 1918.

Wagoner, AMBROSE M. LYNCH, 197.029:

Slightly wounded by enemy shell explosion, this near Vaux-Castile, France, July 19th, 1918.

Private, HARRY LEVY, 40.179:

Slightly wounded by shrapnel from enemy shell fire, at Mont Blanc Ridge, France. October 3rd, 1918. Also received medical treatment for gasses received near Vierzy, France, July 18th, 1918.

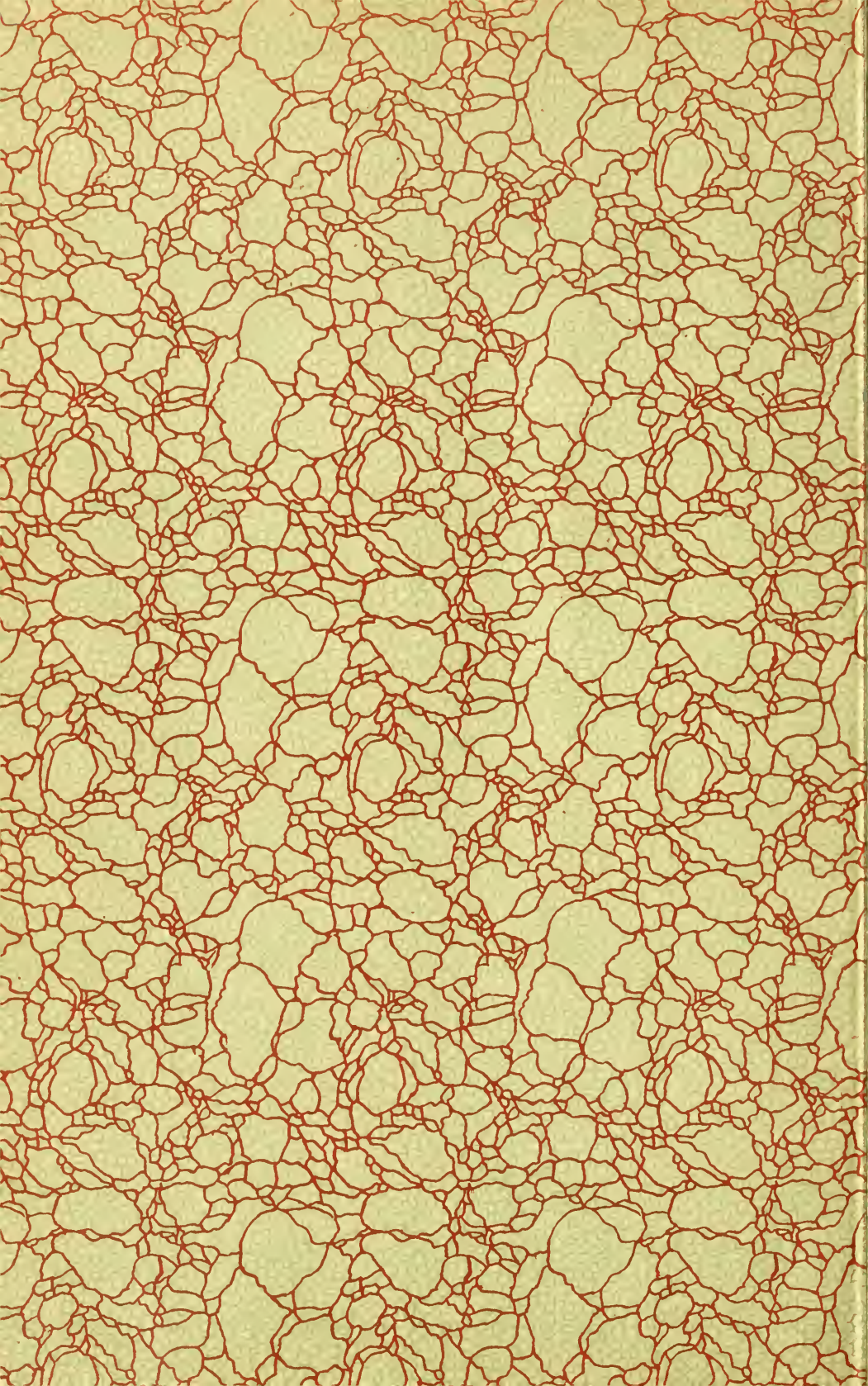
Private, OSCAR ANDERSON, 301.192:

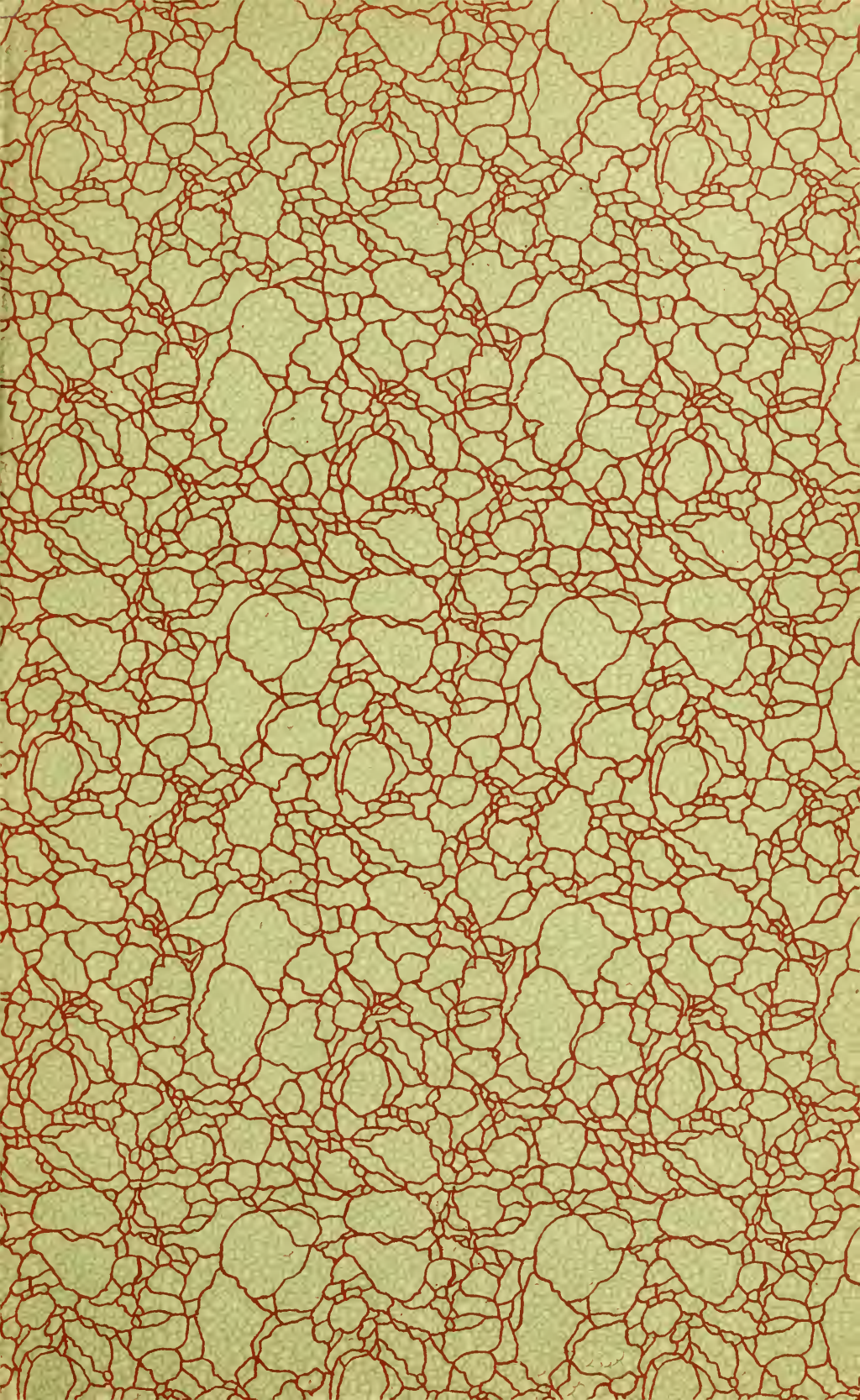
Wounded by enemy shell explosion near Vaucastille, France, July 19th, 1918. Removed by ambulance to place unknown.

Private, FRED KRAFT, 301.287:

Wounded by machine gun fire from airplane near Verte Ferulle, France. Removed by ambulance to place unknown. July 19th, 1918.







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